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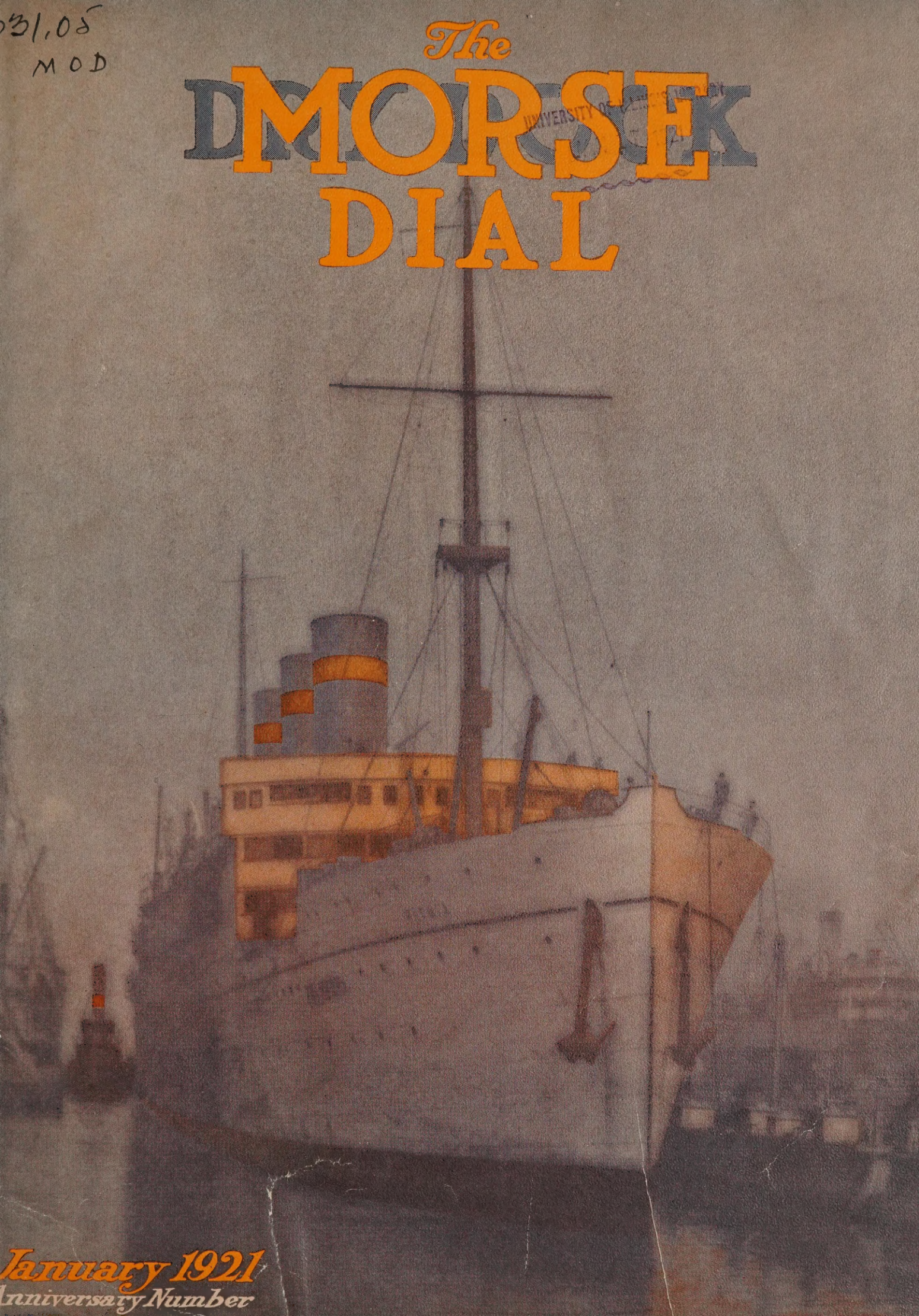
The MORSE DIAL



January 1921
Anniversary Number

Opportunities of 1921

WE like to think of New Year as the Season of Opportunity, so let us, friends, contemplate the opportunities that are presented to us in this year of 1921.

First, consider our great nation, the most wonderfully endowed nation on the face of the globe, richer by far than any country in the world, possessing one-third or more of the total wealth of the earth.

Books tell us about a little city that existed 3000 years ago on a tiny island in the Mediterranean Sea. This little city was called Tyre and it had 25,000 inhabitants. At that time it was the financial and commercial center of the world.

In those days, ships had anchors of solid silver and the ships of Tyre, operated by the plucky Phoenicians, were known to every harbor that then existed.

Alexander the Great, Xerxes and Mecho, the great warriors of the time, depended on them to transport their troops, and nations and colonies progressed only as was willed by Tyre's business men.

To-day if you look on your map you will find somewhere on the Syrian coast a dot marked Sur, a mere village and all that remains of Tyre. The *torch of leadership* has passed on.

First Carthage, then Italy, carried it. Hamburg and the leagued German cities of the Baltic were next; then Portugal and then Spain. It was Spain that discovered the New World. Holland supplanted her and then England seized the opportunity and until 1914 continued her supremacy.

It isn't necessary to review history of the last six years, to make us realize that finally the *torch of leadership* is in our hands.

Before the war England was the richest nation of the world. We owed her so much that we paid her an annual interest of three hundred million dollars. Now England owes us money and so does all Europe—over fifteen billion dollars.

Before the war England had more ships than any other country. To-day we lead in world tonnage and America has the opportunity of carrying the *torch of leadership* for years to come. Europe, torn by the world war, thrust it upon us and we need only to set our pace for human progress, to retain that leadership.

The riches of the world won't hold that leadership for us but the spirit of democracy and human brotherhood will. To exemplify that spirit America must first absorb it in her industries, in her social life, in her commerce, in everything. That then, is the *big opportunity* which this new year offers our nation.

Now what about we people here in this wonderful organization that has so faithfully and splendidly carried its share of the burden which that *torch of leadership* imposed on our nation? What is the *big opportunity* that is presented to us in this program of world leadership?

Ah, friends, we really have reason to rejoice, though temporary discouragements do confront us. America cannot fail if we do our part and *that* is *our* opportunity. It is our privilege to serve our Nation in this program of leadership as no other industry can serve her. Ships are more important than anything else, and we people in the shipping industry must awake to our responsibilities.

If we are going to let other Nations wrest our business from us then we are failing to uphold our Nation in her leadership, and failing in that we are losing our greatest opportunity.

The management of this company is determined to do its part and no truer proof of that can be furnished than to reprint here a letter recently sent to our customers. This letter reads as follows:

"The policy of this Company is to allow ship owners the benefit of any reductions which we are able to effect in the cost of making repairs.

"Pursuant to this policy we have made substantial reductions in our material prices, not only by taking into consideration the decline in market prices of various materials, but by effecting economies in our own organization. In this way we have been able to make substantial reductions in the percentage which it is necessary that we add to the market prices of materials to cover our overhead and handling charges.

"Many of these reductions were made in our price list effective December 1, 1920, and a more complete revision will be made effective January 1, 1921, owing to the continued decline in the cost of materials as well as the continued improvement in our methods.

"We have also made a reduction in our labor rates approximating 5 per cent. in spite of the fact that there has been no change in the wages paid labor, this reduction coming out of our return for overhead and profit.

"These reductions in prices, together with our improved methods and organization, enable us to satisfactorily serve ship owners, from the standpoint of first-class work and reasonable charges, and we will welcome the opportunity of demonstrating this to you.

"We will mail to you shortly after the first of the year our complete revised price list, effective January 1, 1921."

To every employee in this company this letter is significant. It means truly that the management of our company has recognized the *big opportunity* presented to this nation and is ready to serve in America's program of leadership.

As *individuals* let us see this thing through with the right vim. Let us put our best into our daily tasks so that *no* other nation can compete with us in this industry. We have the facilities for doing our work well, economically and with reasonable dispatch. All we need is the determination on the part of every single individual in the organization to do his or her part faithfully and conscientiously.

Robert Charles Winthrop, a great thinker of Massachusetts, wrote: "There are no points of the compass on the chart of true patriotism." Let us show *our* true patriotism now as well as we did during the war.

And don't forget that as civilization is built on teamwork, so is the success of any organization, or any nation.

Indeed the year of 1921 presents opportunities to us as a nation, as a people and as individuals in a vital industry.

Bert Edward Barnes, Editor.

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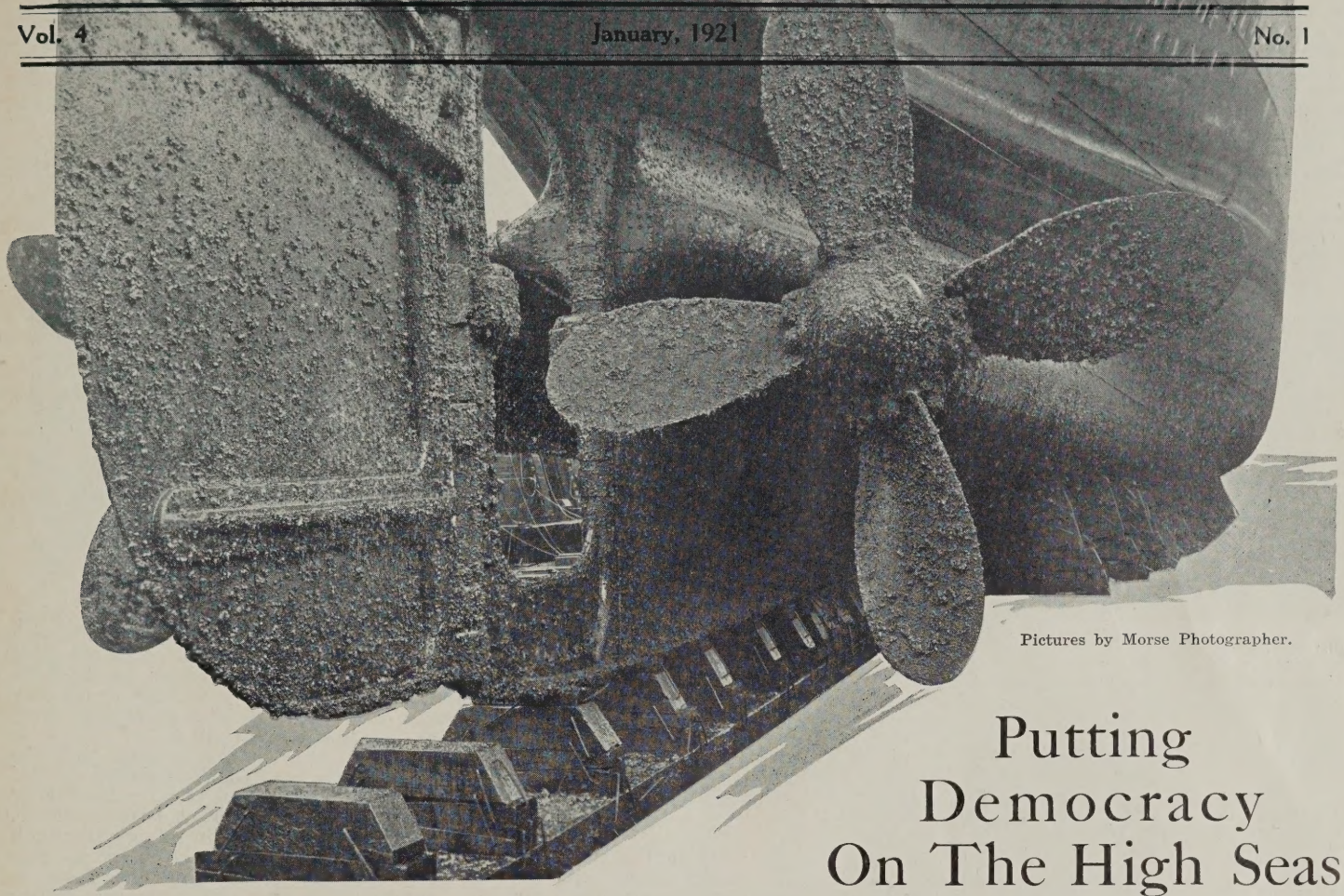
MORSE DRY DOCK DIAL

Vol. 4 January, 1921 No. 1



Pictures by Morse Photographer.

Putting Democracy On The High Seas

ONE of the most unique passenger vessels sent out on the high seas in recent years is the *S.S. Mount Clay,* whose conversion from the *DeKalb* in our yard has been the most extensive and interesting ship rebuilding operation ever executed by this or any other company.

The *Mount Clay* is unique, inasmuch as it provides for a humanitarian usefulness which bids fair to offset to a considerable degree her sinister record of the past when as the cruiser *Prinz Eitel Friedrich* of the German navy, she sank more than forty vessels of the Allies' merchant marine.

And this humanitarian usefulness has to do with the "steerage." Insofar as the *Mount Clay* is concerned the "steerage" with all of its attendant discomforts, has been abolished. This vessel with its luxurious appointments can truly be called a courier of democracy, carrying the message of our great land to the peoples who seek our shores for refuge and livelihood.

The *Mount Clay* will be used exclusively as a steerage passenger carrier and has been so equipped as to do away with the old conditions with which the word steerage has been associated. Thus for the first time in the history of the passenger carrying trade on the seas the American idea of democracy is carried direct to the heart of those who migrate to this land.

The army of Morse employees who for two months have labored so skillfully and conscientiously on the *Mount Clay,* or *DeKalb* as they always will think of her, will follow with interest and pride the future career of this ship.

In The Dial for last month was recorded the completion in the Morse yards of the *S.S. Cuba,* the first electrically propelled express and passenger ship of the world, and everyone who had worked on that vessel felt a pride in having had a hand in such a step forward in marine construction. But in the completion of a vessel designed to lead the passenger carrying service of the world to a new high level, Morse workers will feel once more that their work has a dignity and a value that makes life well worth living.

Although the United American Line, which owns the *Mount Clay,* announces that she is to be used exclusively as a steerage passenger carrier, as a matter of fact it has put an end to all the old conditions with which the word "steerage" has been associated insofar as that vessel is concerned.

On most passenger liners which ply between the old world and the new there has been a division of classes similar to that used on foreign railway trains—viz: "First class, "Second class" and "Third class," except that the appellation "steerage" has been used for the

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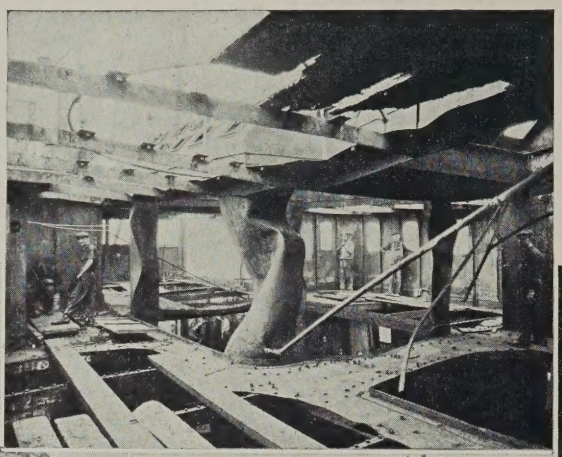
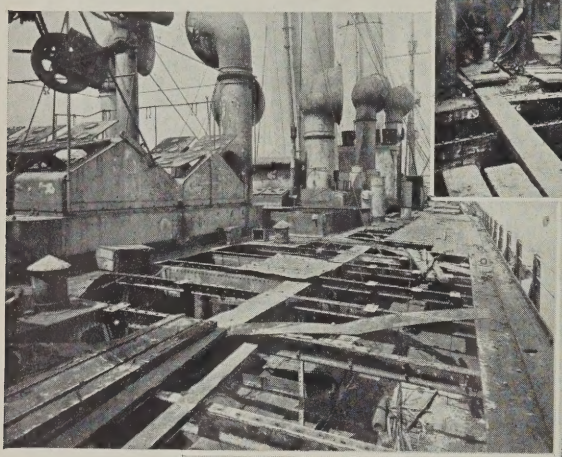
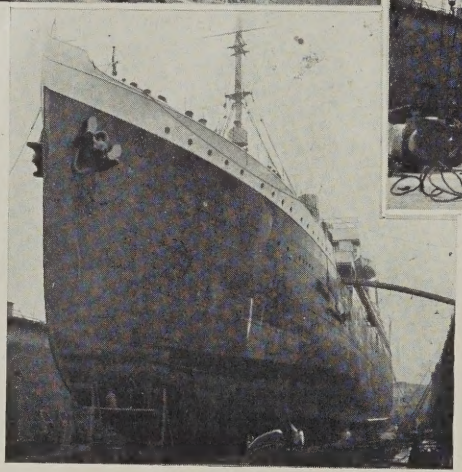
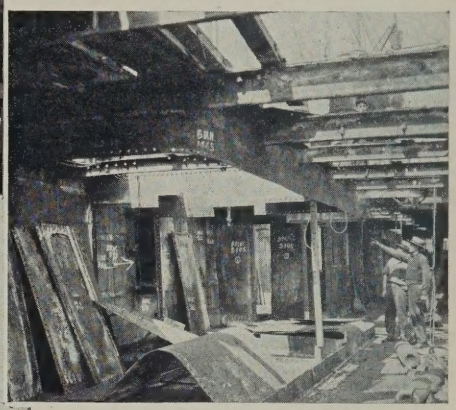








Pictures by Morse Photographer

Scenes incident to the reconversion of the *S.S.Mount Clay*. These pictures show the vessel as she was a few days after she came to our yards.

third class. Now on the *Mount Clay* the same conditions will exist as obtain on the day coach of the American train—all passengers will have equal privileges with free run of the whole ship—except of course the small bridge deck where they would be in the way of the executive officers.

Instead of sleeping in bunks at night and being confined to the constricted bow section of the main deck in the daytime the passengers on the *Mount Clay* will for the most part sleep in cabins that are commodious, comfortable and airy, while in the daytime they will have the use not only of the main deck, which is the fourth down in the tier, but also the complete run of the promenade deck, which completely encircles the vessel, and of the boat deck, hitherto sacred to first cabin passengers.

Changes equally striking mark the arrangements for feeding the passengers of the *Mount Clay*. Instead of the old methods in vogue in the steerage all the passengers will be accommodated in two large and handsome oak-paneled dining rooms and will be served regular meals. The larger of these dining rooms is located forward on the promenade deck and the other immediately beneath it, on the main deck—the two connected by a wide staircase.

In the larger dining saloon a player-piano has been installed and this saloon will be used as an assembly hall for concerts and other entertainments from which no passengers will be barred.

Other attractive features include a large, leather upholstered rest room for women and an equally well-appointed smoking room, equipped with tables for cards and games, for the men. A large ventilator in the ceiling of the smoke room insures an abundance of fresh air.

Still another innovation that means much to the steerage passenger is bathing and toilet facilities of the most approved sort, including even shower baths at which hot as well as cold salt and fresh water will be available at all times. These features, making for decency and comfort, are alone worth extended comment. Every thing humanly possible has been done along the line of protection from fire, including the installation of the Rich fire detecting apparatus.

A Dial representative went over the reconstructed part of the *Mount Clay*—that being its entire superstructure—with Captain D. Malman, newly appointed commander of the vessel. It was pleasant to see this sturdy skipper's pride in his new charge, and it was evident that he appreciated to the full the extent and importance of the innovations which he is to have an important share in putting into effect.

After the above general aspects of the *Mount Clay* had been discussed, Captain Malman spoke appreciatively of the provision made for the accommodation of his officers and crew, saying that their cabins and quarters were much more commodious, comfortable and airy than is usual on ocean liners.

There are 90 cabins in which so-called steerage passengers will be accommodated two or four to the room and those who sleep in the regular steerage are to be furnished with an individual metal cot. A visit to this steerage dormitory showed it to be light and well ventilated.

After visiting the rest rooms, bath rooms and buffet, the Captain led the way to the dining rooms, passing on the way the special kosher galleys where all the food for Jewish passengers will be prepared.

"There'll be no camouflage about kosher on this ship," said Captain Malman.

As is generally known the Jewish dietry laws are very strict. It is to meet this condition that the kosher galley was planned. As Jewish people are not allowed to eat meat slaughtered or treated in the ordinary way on passenger liners they have been obliged to refrain from eating meat at all.

It was on this account that the designers of the *Mount Clay* decided to construct a first class example of steerage immigrant kosher service. Fresh meat kept in refrigerators will be served. There will be no pork—only beef, mutton and fish. There is a separate butcher shop and also a separate galley for cooking utensils.

Captain Malman evidently felt gratified over the personnel of the officer staff, all of whom are United States naval reserve men. He himself has held a number of important commands, both under the government during the war and in the employ of the American-Hawaiian Line, one of the concerns consolidated into the United American Lines. His last previous ship was the *West Colomb* of the American-Hawaiian Line between New York and Dutch West Indies.

Captain Malman was in command of the steamship *California* when it was torpedoed by the Germans in the Bay of Biscay during the war. Not one life was lost however, all aboard taking to the boats and being picked up by the *Corsair*, the yacht owned by J.P. Morgan, then in government service.

Other officers of the *Mount Clay* are Chief Officer Banford, Senior Second Officer Ackerman, Junior Second Officer Housendofer, Third Officer Reddy, Chief Engineer R. Petrie, Steward H.N.Brown, Surgeon Dr. B.A.Hall.

Chief Engineer Petrie, who held a like post on the *Honolulan*, an American-Hawaiian liner, says that the engines and boilers of the *Mount Clay* are in a highly satisfactory condition following a thorough overhauling given them by the Morse workers. The vessel's total coal capacity is 3700 tons, this including the reserve bunkers.

Mr. Petrie, by-the-bye, is greatly interested in the war record of the *Mount Clay*, which, as said before, was the German commerce raider, *Prinz Eitel Friedrich*. He has been given the opportunity to pe-

ruse the vessel's logbook and he says the record clears up many a sea mystery of the war period.

One hitherto not generally known fact is that the *Prinz Eitel Friedrich* was near the scene of the battle off the extreme southeast coast of South America, when all but two of the German ships engaged were destroyed. The *Prinz Eitel* was not involved in the fight and until the log was brought to light it was believed she was at the time of the battle in far northern Asiatic waters, pursuing her policy of destruction which is said to have cost the Allies more than forty merchantmen.

The vessel's fighting career ended in a dramatic manner. Approaching the American coast and forced to make port for repairs and supplies, she managed to slip through the British cordon that was on the lookout for her and make the harbor of Newport News.

At that port she returned the crews of 17 vessels that she had destroyed. Being unable to come out because of the prowling English warships, the *Prinz Eitel* overstayed her time limit and was interned. When the United States entered the war she was turned into a troopship, renamed the *DeKalb*, and did notable service in carrying soldiers and supplies to and from French ports.

The war over, she passed into the hands of the United States Shipping Board, and for some time she lay at anchor in the Hudson River, where December 14, 1919, her interior was gutted by fire.

Soon after the *DeKalb* was bought by the United American Lines and it was decided by her new owners to have her rebuilt for the immigrant trade between Hamburg, Germany, and New York, and the huge contract, so successfully carried out, was awarded to the Morse Drydock & Repair Company, which company has completed its contract within the time limit to the admiration and satisfaction of the new owners, officers and crew of the vessel.

Technical Description of *S.S. Mount Clay*

By James A. Kelley, Naval Architect,
Morse Dry Dock & Repair Company

ONE of the largest reconversion contracts to be finished in the United States up to the present time is the German built steamer *Mount Clay*. This vessel was formerly the *Prinz Eitel Friedrich* and was built at the Vulcan Works at Stettin, Germany, in 1904. Before the United States declared war against Germany, this vessel had a notorious career and featured in many daring exploits.

The vessel was taken over by the United States Government at the beginning of the war and as the transport *DeKalb* did creditable service as an army transport.

The following are the dimensions of the vessel:

Length, overall ..... 506 ft. 6 in.
Length, between perps..... 489 ft. 2 in.
Breadth, molded .....34 ft. 10 1|16 in.
Depth, molded .....34 ft. 10 7|16 in.

She is built on the transverse system, with deep channel frames with webs and stringers. The double bottom has a depth of 48 inches and extends the full length of the vessel. When built, the vessel was classed to the highest rating then given by the Germanscher Lloyds.

When the vessel arrived at the yard of the Morse Dry Dock & Repair Company, she had been completely gutted by fire which occurred in the the Hudson River at Spuyten Duyvil. The owners of the ship decided to convert her into a first class steerage vessel to carry the largest number of persons possible and at the same time, to give the passengers larger and more attractive public rooms than are customary on this type of ship.

The navigating officers' wheel house and chart room are situated on the navigation bridge deck, the only deck which the steerage passengers will not be allowed to use. On this deck also are three special staterooms for use of various ship company's officers. These rooms are fitted up in elaborate style.

On the top deck is a large passenger promenade. The deck house contains large rooms for doctor, purser, steward and stewardess. The remainder of the deck house is given over to steerage passengers use, containing four and six berths each. Between the two boiler casings will be found the Captain's dining saloon, which will be used by the main officers of the ship. The wireless house and the staterooms for the wireless operators are also on this deck, being abaft the after-boiler hatch.

On the upper deck forward, will be found the upper dining saloon, with a capacity of 140 persons. This room is finished in paneled oak. On the after-end of this deck will be found the women's sitting room, which is also done in paneled oak, and is finished with built-in upholstered seats and portable furniture.

There is an emergency light set, situated in the steel house on this deck, which consists of a 17 k.w., gasoline driven generator. This is connected to the emergency light set, as well as the wireless apparatus, no batteries being used.

On the main deck, forward, will be found the crew's quarters, hospital, etc. The lower dining room with a seating capacity of 334 persons is finished in paneled oak on the sides and paneled overhead.

On the after-well deck, will be found a barroom on the starboard side; and a dispensary on the port side. These are fitted in the most up-to-date manner. The passengers on this deck are all accommodated in staterooms.

On the second deck will be found the berthing space for the steerage passengers in the large holds. These berths are all so arranged that cargo may be carried in this space if desired.

The Rich system of fire extinguishing and smoke detection has been installed as well as a sprinkling system in various departments.

Life Saving Equipment—To provide life boat capacity for the large number of persons carried required considerable planning as there is such a small space available for this equipment; it was finally decided to install 7 sets of Welin davits on each side of the vessel, these davits taking care of the following boats:

1-24 ft. Standard Motor Welin Life Boat
1-24 person Standard Welin Life Boat
2-26 ft. Standard Welin Life Boats
10-28 ft. Standard Welin Life Boats
14-28 ft. Broady, 2-a Life Boats

These provide for 1613 persons. In addition to the above there are also fitted, two, 25 persons each, cylindrical life rafts, taking care of a total of 1663 persons, which includes 1452 passengers and 211 crew.

The vessel has a draft of 27 feet, 8½ inches, and a displacement of 15,200 tons. The double bottom ballast tank will carry 988 tons of salt water. The reserve feed tanks in double bottom will carry 234 tons of fresh water. The ship's fresh water tanks have a capacity of 285 tons of fresh water. The coal bunker capacity is 3701 tons, at 42 cu. feet per ton.

Machinery—The vessel is driven by twin screws, each engine being of the following dimensions: 24.8 inches x 36.31 inches x 51.67 inches x 74.8 inches x 55.1 inches stroke. Each engine develops 4000 indicated horse-power, at 86 revolutions.

Boilers—There are two double ended boilers and three single ended of the Scotch type fitted with Morrison furnaces. The double ended boilers are 16 feet 3 inches outside diameter, 19 feet in length.

The two single ended boilers are 16 ft. 3 inches outside diameter and 11 ft. 6 in. long, and one single ended boiler 15 ft. 3 inches outside diameter and 11 ft. 6 in. long which is used as a donkey boiler.

There are 27 furnaces. The grate surface for the single ended boilers is 72.32 sq. ft., and 146 sq. ft., for each of the double ended boilers. These boilers are supplied with the Howden forced draft system and worked at a pressure of 213 pounds.

Propeller—The propeller is of the built-up type, cast iron hub, and four bronze blades. The following are the particulars of this propeller.

Diameter, 17 ft. 9 inches.
Pitch, 21 ft. 0 inches.
Projector area, 71.04 sq. ft.
Developed area, 90.68 sq. ft.
Disc area, 247.45 sq. ft.
Pitch ratio, 1.18.
Projector area divided by disc area .288.
Developed area divided by disc area .7.
Two spare blades are carried on board.

Condenser—The main condenser is of the surface type. Dynamos are of the German make D.C., compound engines with a rating of 110 volts and 100 k.w.

The ship is equipped with 11 winches; 3-7¾ in. x 11 7|8 in; 6-8 in. x 13 7|8 in; 2-8½ in. x 7 7|8 in; the latter two being used as boat winches on the boat deck.

The windlass has 10 inch cylinders and 14 inch stroke.

Ventilation—The vessel throughout the steerage quarters is fitted with a forced ventilation system with a number of fans directly connected to ducts that exhaust to the atmosphere.

Pumps—The many pumps on the *Mount Clay* are of the following type and dimensions:

Main Feed No. 1.—Weirs Simplex 14 9|16. x 24 in. x 10 5|16 in.

Main Feed No. 2.—Weir's Simplex 14 9|16. x 24 in. x 10 5|16 in.

Auxiliary Feed—Vulcan Duplex 14 9|16 in. x 12 in. x 9¼ in.

General Service—Vulcan Duplex 14½ in. x 12 in. x 9 3|16 in.

Line Feed—4½ in. x 24 in.

Evaporator Feed—Navy Yard Simplex.

Fresh Water No. 1 and No. 2—Blake Duplex 4.5 in x 3 in. x 4 in.

Main Circulators—Vulcan Cent. 11 3|16 in. x 9 3|8 in.

Distiller Circulator—Simplex.

Ice Machine—6¾ in. x 5 in. x 6 in.

Brine—Worthington Duplex—6 in. x 7 in. x 6 in.

Bilge—Vulcan Duplex 8 in. x 9 in. x 10½ in.

Line Bilge—6¾ in. x 24 in.

Sanitary and Ballast—Wheeler Duplex 7½ in. x 10¼ in. x 10 in.

Stand by Sanitary—Worthington Duplex 6 in. x 4 in. x 6 in.

Fire and Bilge—Worthington Duplex 7½ in. x 11 in. x 7 1|16 in.

Ind. Air Pump—Blake Duplex 8 in. x 12 in. x 16 in.

Auxiliary Circulator—Vulcan Cent. 6 3|32 in. x 6 in.

Tuning Up Trip An Enjoyable One

THE *Mount Clay* was given a run out to sea, on Saturday, December 18, for a "tuning up" trip, and opportunity was taken by officials of the United American Lines, with a number of other gentlemen representing various shipping interests who had been invited as guests, to study the reconverted vessel under seagoing conditions.

The trip was made under the general supervision of Captain F.J.Bennett, marine superintendent of the United American Lines, with Captain Daniel Malman of the *Mount Clay* in direct charge.

The *Mount Clay*, flying the United American Line flag for the first time, left the Scandinavian-American pier at the foot of 30th Street, at 8.30 A.M., with our Master Pilot Dave Roche in charge until the Morse tug fleet had towed her out, headed her toward the ocean and gave the "all clear" signal. At this point she was taken in charge by Pilot G.H.Seeth, who directed the passage to Sandy Hook and out into the ocean where Capt. Malman assumed control until the harbor was reentered on the return trip.

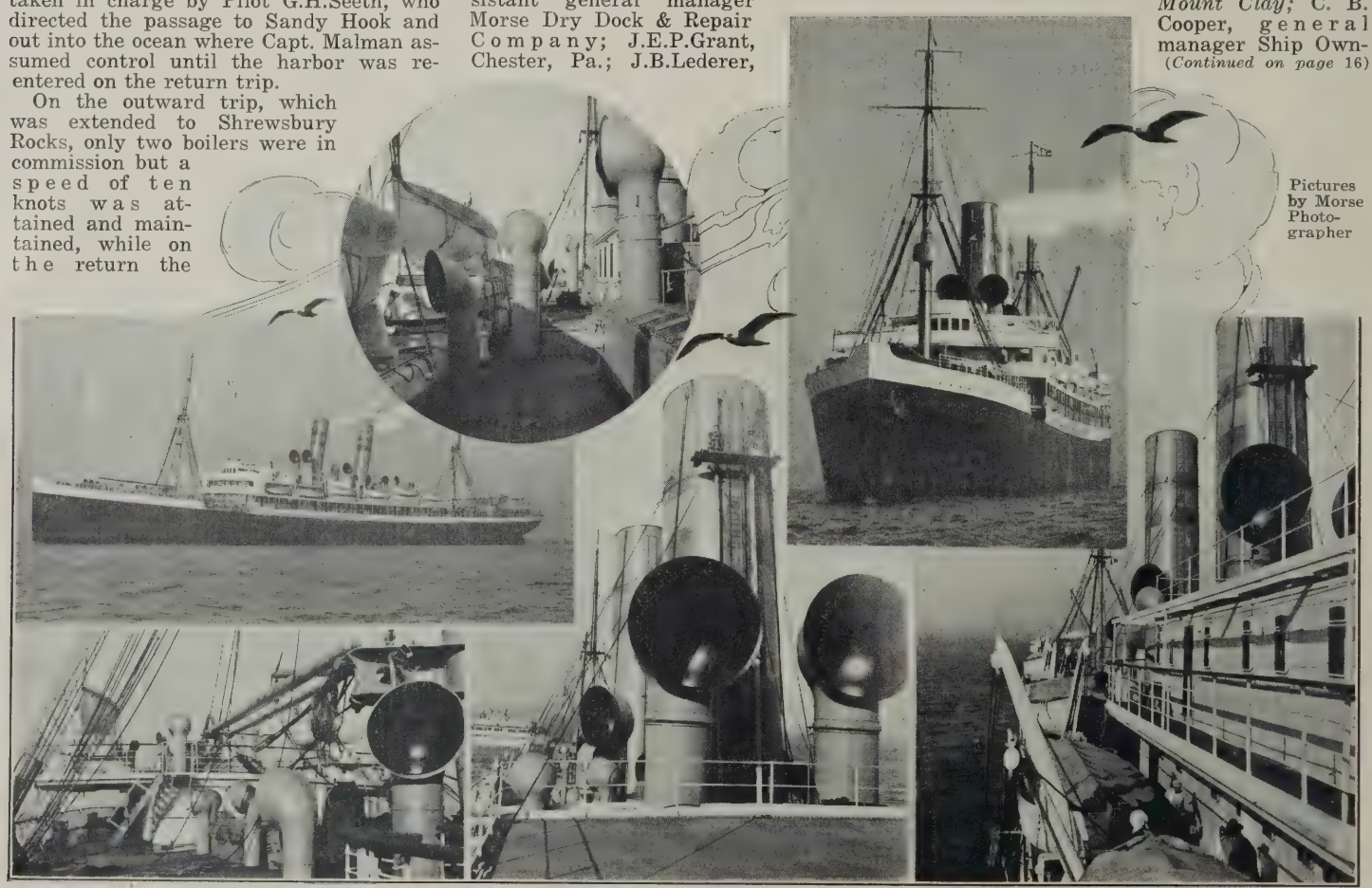
On the outward trip, which was extended to Shrewsbury Rocks, only two boilers were in commission but a speed of ten knots was attained and maintained, while on the return the full battery of five boilers was turned on and under their momentum a speed of over sixteen knots was reached.

The visitors were taken on a tour of the vessel and were enthusiastic in their praise of its appointments, all declaring that the *Mount Clay* marks a departure in steerage immigrant carrying.

Hospitality of the most gracious sort was extended by the United American Lines to the entire party, the luncheon assuming the aspect of a most enjoyable "party" with the following persons at the tables in the largest of the handsome oak-panelled dining rooms:

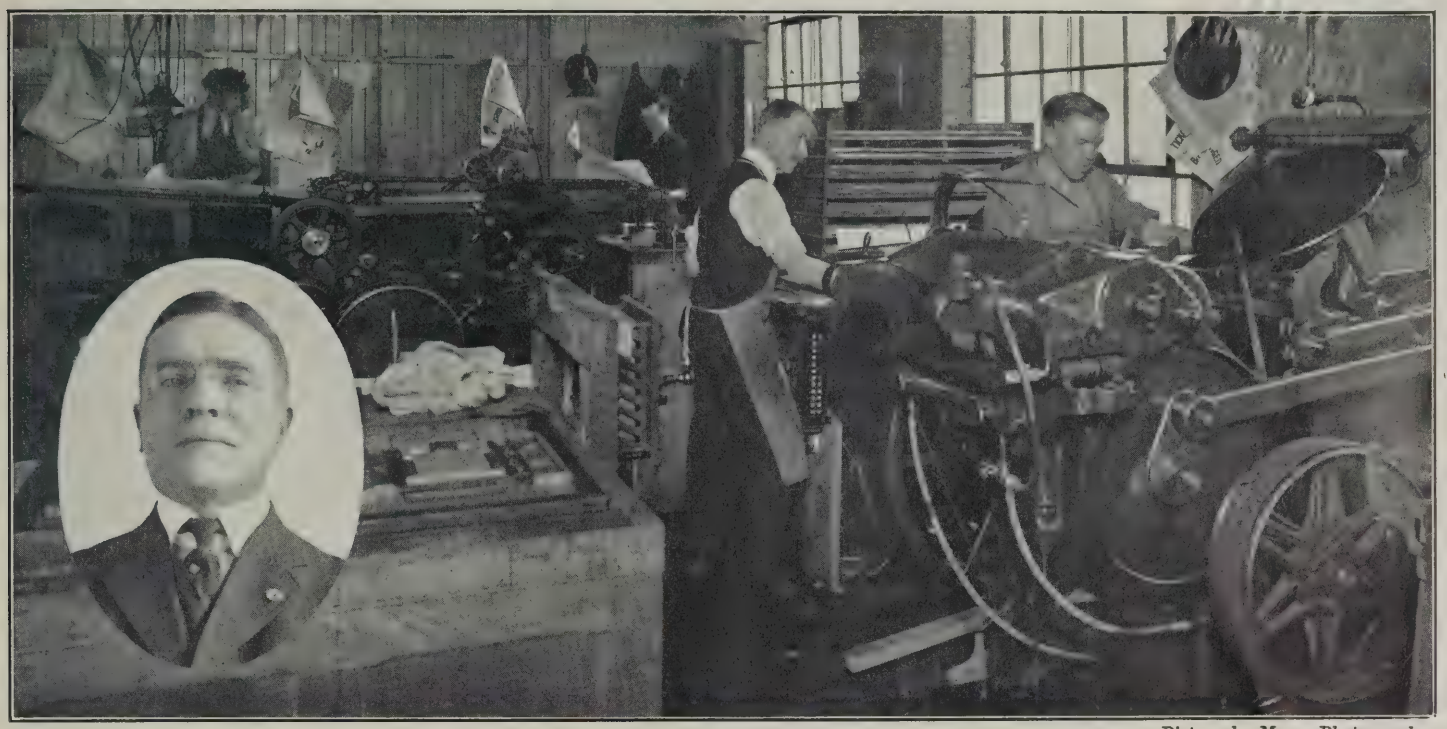
Captain E. C. Tobey, vice-president, United American Lines, Inc.; Julius P. Meyer, representing Hamburg-American Line, Hamburg; Emil Lederer, director passenger traffic, United American Lines; F. J. Bennett, marine superintendent, United American Lines; C. H. Want, assistant general manager Morse Dry Dock & Repair Company; J.E.P.Grant, Chester, Pa.; J.B.Lederer, secretary American Union Bank, New York; Ensign N.S. Tobey, *U.S.S.Tennessee;* Ensign F.C. Dettman, *U.S.S.Tennessee;* V.C. Metzgar, assistant naval architect, Merchant Shipbuilding Corporation; B.M.Mills, superintendent of engineers, United American Lines; James A. Kelly, naval architect, Morse company; E.W. Alexander, Foreign Newspaper Representative; D.O.Peinert, passenger commissary superintendent, United American Lines; John Gormey, consulting engineer, American Ship and Commerce Corporation; H.J. Hartridge, assistant superintendent engineer, United American Lines; G. Koetter, consulting engineer; Walter F. Freygang, engineer and Philip Weinmann, representing Walter Kidde & Company; Philip J. Vogel, radio supervisor, United American Lines; C.N. Banforth, chief officer, *Mount Clay;* Carl H. Zenner, purser, *Mount Clay,* Ernest F. Becker, chief radio operator, *Mount Clay;* C. B. Cooper, general manager Ship Own-

(*Continued on page* 16)



Pictures by Morse Photographer

Pictures of the *S.S. Mount Clay* a few days before she left our yards.



Picture by Morse Photographer

This busy corner of the Print Shop produced almost 3,000,000 impressions during the past year. L. H. Wilson, Supt. of the Printing Shop appears in insert.

Our Printing Department

By Lewis H. Wilson, Printing Shop Superintendent

UNDER the eaves on the top floor of the North Building may be found a department that is unique in a ship repair yard. We have reference to the Print Shop and take this occasion to bring it to the attention of our readers because this is the third anniversary of The Dial, which is manufactured in this unique and very busy little department.

The Print Shop is but another proof of the thoroughness of the Morse organization which we like to speak of as the most complete individual ship repair plant in the world. Most of our readers may know of the Printing Department but few are aware of the part this small unit of the Morse organization plays in the life of "The City Within Our Gates."

The Print Shop is more or less an outgrowth of The Dial, though it was originally established to manufacture the various stationary forms and pieces of advertising literature necessary in conducting a business of the magnitude of the Morse Dry Dock & Repair Company.

At the present time this compact little unit of the company is not only handling satisfactorily the printing of the company and the Employees' Association, but also the work of some of our friends and neighbors who have come to be helped out when their own printer has been unable to meet their requirements. Needless to say these friends from the outside who at first came to us of necessity have favored us with repeated orders and our Print Shop to date knows no dissatisfied patron.

Service is the watchword and this little shop is continually rendering a service out of keeping with the size of its equipment. If the executives in the Main Office decide to install a new system for keeping their records, new forms are required in a hurry and the Printing Department is called upon to play an important part in the program. If it fails, the smooth operation of the new system is impossible, but up to date the Printing Department has functioned and although last minute orders come frequently, often taxing capacity to the limit, the requirements are met and the perplexed executives who placed the order are relieved of the worries of uncertainty.

One thing visitors to the Print Shop have commented on is the orderly manner in which business is conducted and the high morale of the employees. Lateness is almost unknown; forty-five minutes lost through lateness in a period of four months is the record. A contented group of loyal employees who take pride in their tasks are endeavoring to make this department a worthy example for other departments to follow.

Some idea of the amount of work handled during the past year is shown by the records of the different operations. Over 1200 orders have been taken care of, over 2,600,000 impressions printed on three presses, requiring about 1500 reams of paper ranging in size from 17x22 inches to 38x50 inches. This paper, if cut into 8½x11 inch sheets and placed end to end in single sheets, would reach from New York to Cleveland, Ohio.

Over half a million envelopes of various sizes have also been handled.

Ours is a complete printing plant. In addition to composition and press work we have a small but very efficient bindery, where besides padding, collating and binding of company forms, we are sometimes called on to do cloth bound work and special canvas binding.

This story would not be complete without reference to the cost system in use. This department knows the hourly cost of each operation from day to day, week to week, month to month. A thorough method of recording the activity of each employee enables the executive in charge to know the productive and non-productive hours of each person at the end of each day. The cost records are kept with unusual care and are right abreast of those in use in the most progressive shops in the industry.

The equipment includes a pony Babcock cylinder press, two jobbers, one with a Miller automatic feeder, an Intertype typesetting machine, a power cutter, a saw trimmer and an ample layout of type. In another month or so a large Miehle press will be added and more floor space will be given over to the department by alterations that are now under way.

One notable instance of the service this department has been able to render is in connection with a job done for the Miami Steamship Company which is operating the *S.S.Cuba*. While the department was primarily established for doing only such work as the Morse Company required, it has been found quite a helpful adjunct to the facilities which the company has to offer to the ship owners and operators who place their business here. The Morse slogan is "Service to Shipowners" and that means that all plant equipment and facilities are at the command of the company's customers. If a shipowner wants photographs or printing he is as much entitled to make use of the photographic or printing departments, though those departments were installed for the company's own use, as he is entitled to pipe covering, sheet metal work, plumbing or any other work the company is equipped to handle.

There have been many cases in which

shipowners have been saved great expense by calling upon our Photographic Department for pictures that could not be obtained otherwise, and the same thing can be said of the service rendered by the Printing Department, though this is a phase of the Printing Shop service that has only recently developed.

When the *Cuba*, the first electrically propelled passenger boat, sailed out of our yard recently, the owners planned to put the vessel into service in southern waters immediately. Due to the widespread publicity the *Cuba* received, publicity which in a large measure was the outcome of Morse service because our own publicity department assisted in its preparation and distribution, there was an instant demand for literature describing the boat and giving information about its sailing dates.

The operators found themselves literally flooded with inquiries and naturally were unprepared to meet the situation because there had been no time in which to prepare folders and leaflets.

Having produced a remarkable set of photographs of the *Cuba*, many of which were shown in the last issue of The Dial, we were in a position to help the operator and offered the service. The offer was gladly seized upon as the only solution to the situation and the Printing Shop was called upon to produce a piece of literature that would take care of the immediate demand for it. This was done within less than half the time it would have taken to have had the printing job handled elsewhere and we also saved the customer a tidy sum by using the engravings we had already had made for use in the December Dial.

The folder that was produced met with entire satisfaction; in fact was considered better than the ordinary folder used in the trade, and the Print Shop was given a large repeat order.

The customer was called upon to expend no time in the preparation of the folder as this was taken care of in the art department of The Dial, which has created many of the striking pieces of literature being sent out to advertise Morse service.

The service thus rendered to the owners of the *Cuba* is but one of several instances in which the Print Shop has contributed to the efficiency and thoroughness of Morse Service to Ships.

The composing section of the plant is in charge of Carl Teichert, who gives personal attention to the stone work and locking up of forms. George Scofield is in charge of linotype composition, while the cylinder presswork is under the care of George Enkler assisted by James Foley.

The busiest section in the plant is the job press section under the care of P. Gilmartin, better known as "Marty" the department's 100 per cent man, with an unusual record for punctuality and productive hours. "Marty" came here last February and has never been late or absent and during the last three months has maintained a record of 100 per cent in productive hours.

This means that every hour during the last three months has been spent in work that was charged directly to the job.

The bindery section is in charge of George Smith, who not only cares for and cuts our paper stock but also does the cloth and special binding that comes to the shop. Others who contribute to the success of the department are Miss C. Kingsley and Joseph Cabot, compositors, Mrs. E. Stimus, proofreader and H. E. Waldron, general utility man.

Pictures That Talk

By Willard B. Prince, Art Editor of The Dial

CENTURIES ago man carved the picture story of his life in stone and pottery and to-day it forms a permanent history of the days before printing presses and paper. Likewise, we now use pictures with or without type to tell our story in the world of trade.

How many of us when we see the Morse photographer taking pictures here and there in our yard, realize the importance of his mission. The scenes which surround us in our every day work are often full of the color and interest that go to make not only a real picture but an unusually effective piece of advertising.

Take the picture used in the advertisement on the back cover of this month's Dial. Although this is an every day scene in our great Machine Shop it suggested an excellent talking point in our advertising. It is one of the big pieces of machinery that we are proud of including when we speak of our unusual facilities for ship repair work. The picture shows work in progress and the figures are not posed but are actually on the job.

The careful precision of the man as he measures the turning metal, the steel curls that are dropping from the blade as it bites into the work, these things express action and in turn complete an interesting picture.

To get such a photograph as this the camera man must study the lighting, the composition of his group and overcome the general tendency of workmen to relax and gaze into the camera. Co-operation on the part of the workman himself is tremendously essential and without this no photograph can have real live advertising interest.

Although our photographer, Mr. Charles W. Bailey, has supplied us with hundreds of pictures for The Dial, our trade paper advertising and publicity, this issue marks his entrance in a new field of endeavor, that of photographic cover designs.

The scene pictured on this month's cover is an almost every day sight in our yard. We see the coming and going of ships from all parts of the world, yet we seldom think of them as more than every day visitors who go and are soon forgotten.

Old time square riggers like the *Alejandrina* and the bark *Quevilly* still rub sides with their more modern friends, the ocean liners, and so we have opportunity here in our yard to weave the romance of history into our picture subjects.

Much of our ship repair work is picturesque in itself. The strongest and most impressive posters used during the war were shipyard scenes and with all this wealth of material it only remains for the camera man to treat his subject in the most effective way.

Any one who has taken pictures knows that the camera sees everything. The artist who paints a picture can leave out the unnecessary things but the photographer is not so fortunate. That is why we have so many telegraph poles in the pictures taken on our summer vacations.

Figure 1 shown on this page is not a good picture. It is a jumble of many details, there is no center of interest and the men are looking into the camera.

In our cover design and in figure 2 on this page we have real pictorial value. We are told that the big things in life are those that count and likewise in our picture the ship is the big important thing.

Mr. Bailey has accomplished this result

Figure 1
A jumble of non-essential details combine to make this a poor picture.

Figure 2
Good composition and an interesting subject give pictorial value to this picture.

in the picture. The soft misty effect illustrates another way in which he has blended the sharp mechanical details into picture harmony.

The artist is accustomed to call this effect "atmosphere" and Mr. Bailey has accomplished it by the use of the soft focus lens. This new lens has the faculty of creating sunset effects and misty day pictures and night scenes that are wonderfully real.

"An Early Morning Dry Docking Scene" is the title of Mr. Bailey's cover design. A ship looms out of the morning mist, so common along the Brooklyn water front, and the glow of the early sunlight is reflected in the sky and on the ship as she comes into view. Phantom like vessels appear through the fog in the background and there is harmony in the blending of sky and water.

Picture by Morse Photographer.

Morse tugs and the *Minnesota*. Here the soft focus lens gives an early morning effect of rare artistic value.

Some idea of the volume of work turned out by our photographic department may be gathered from the following facts: During the past year about 1200 individual pictures have been taken and upwards of 3500 prints made. Our work on the *Cuba* alone called for 600 prints which included exterior views and also interior scenes which required special lighting.

These pictures go to the ship owner who generally wishes a picture record of his repair or reconstruction work, and also to the trade papers who feature large jobs like that of the *Cuba*, the *Avalon*, the *Huron* and the *Mount Clay*.

Mr. Bailey's work is varied. When the *Avalon* and the *Cuba* made their trial trips he photographed them from a Morse tug. Oftentimes this sort of work develops into a merry chase and it is hard to get just the right kind of picture.

Then again he may be called upon to take some interior views like those of the *Huron* and *Cuba* which were so successful. This work is often very trying. The photographer must overcome conditions of lighting in rooms were dark woodwork will not photograph well. He must guard against reflected lights and the blurred effects caused by white painted interiors. Then again time is an important element and ships do not wait for photographers.

In other words it is no less than a science to produce good commercial photographs. How often do we look at a picture and nod approval. It is good but we do not know why. Ask the camera man what he did to accomplish the result and you will be surprised at the number of problems he had to solve.

When you see the Morse photographer taking pictures throughout the yard remember his mission is important. Help him out and don't walk in front of his camera unless he wishes you in the picture. If he photographs the machine on which you are working help him to get the desired result. This does not mean to stop work but it does mean to help him get action in his picture by doing your bit at the machine you operate.

The kind of picture on our back cover means something to the ship owner and the marine superintendent. It is convincing proof that we have big equipment and in turn it means we can serve him well. Customers cannot all visit our plant but we can and do bring the plant and its facilities to them through photographs.

Pictures that talk! We see them every day in our work and in the months to come we will have in The Dial more photographic covers and pictures taken throughout our yard. Study them, appreciate them and in the future they will form a pleasant reminder of former scenes and associations.

An Appeal to Foremen

By Richard Allen
Assistant Superintendent

A FEW years ago the canoe, the horse and the sailing ship furnished the principal means of transportation from one point to another. By degrees we have advanced from the humble canoe to the motor-boat with its corresponding increase of speed and space. The horse is now hardly considered as a means of transportation. Even the farmer has turned to mechanical methods of cultivation, and the gasoline-driven vehicle of one type or another has taken the place of our friend, the horse.

Likewise, the sailing ship has fallen into the "has been" class and, except that conditions caused by the war temporarily extended the life period of this means of transit, a few more years would in all probability have seen its use entirely dispensed with.

So also a few years ago in our ship yards certain means were in use for the attainment of certain ends and in their day they functioned fairly well.

However, the war created new conditions and brought about speedily what would otherwise have taken years to develop to the point we have reached to-day.

As in the operating departments new methods and machinery have been installed, so too in the administrative and accounting departments have new ways of handling the company's business been made necessary to keep pace with the rapid growth of our organization.

Among other changes has come a change in methods in our business and at present we intend to consider that change which affects our system of keeping records of time chargeable to ships undergoing repairs.

A few years ago a time-keeper was stationed at the gate. Time was kept by a system of "Checks." The timekeeper furnished a list of men on each ship to the office from which list charges were made against repairs in progress.

Under this system many jobs were done which were not recorded and other jobs on the record were correspondingly overcharged. Owing to many other disadvantages this system was abandoned. The next step led to the installation of the recording clocks with which you are all familiar and each workman thereafter punched his own time card and made on the card a distribution of time he had worked on various ships and jobs.

For giving records of arrival and departure of workmen, this system could hardly be improved upon. However, experience showed that the distribution of the time could not safely be left in the hands of the individual workman as many men through carelessness would charge a full day's time or more against a job upon which they had actually worked but a short period, simply

because the making of one entry on a time card was less trouble than making several.

Also in changing the workmen's time from the cards, it was found that in many cases "split" cards, or cards containing time chargeable to several jobs, would be needed in several different places at the one time for various checking operations and much delay was thereby caused in accounting operations.

Finally, a further change was considered and made which gave more flexibility to this entire phase of the situation in at least two important points. First that of having time distribution of the workmen compiled by the snapper—the man responsible for giving out the work and therefore the logical man to report the correct distribution of the workman's time.

And second—the absence of "split" cards as mentioned above, which permits of the charges against a certain ship or job being assembled separately without interfering with time chargeable to other ships.

The new system, now in operation for about three months, promises to be superior to all preceding methods, but further adjusting yet remains to be done before it will work smoothly.

Everything depends upon the snappers and sub-foremen—men who have been raised from the ranks for their proficiency and leadership qualities and who now have to furnish accurate returns of time on the new form known as Form 73.

We have heard it stated that "you cannot expect snappers to be bookkeepers."

Snappers are no more "bookkeepers" today than they ever were. They always had to make out at least one time card and sign the cards for their entire gang. Now the Form 73 entails but little more work, if any, on the part of the snappers and does furnish the accounting department with something worth having—an accurate distribution of time instead of a haphazard distribution.

The old days are gone when a ship's account was merely a summary showing the total time and material expended on the entire work list.

Owners now demand intelligently compiled accounts showing charges segregated against the various items contained in the lists and it is with a view to attaining this end that the changes above outlined have been made.

Each snapper should realize the importance of making correct returns of workmen's time as the data furnished on the Form 73 is used only for making up our customers' accounts and is the company's only record of labor expended.

Instead of regarding Form 73 as a matter of "red tape" all concerned should look at it in the light of making an invaluable record, and remember that as the quality of our work impresses the customer favorably or unfavorably so also does the manner in which we render charges for work done also impress him.

What we want to do is to satisfy our customers both as to workmanship and as to accounting for the same, and we must look to the snappers and foremen for close co-operation in order that we may not fail in doing so.

Circles Globe Since Leaving Here

ONE of the most interesting vessels raised in December on our big 30,000 ton dry dock was the *President Grant*, the 18,000-ton war-gray army transport which was in our yards in January of last year and since that time has once entirely and a second time nearly circumnavigated the globe.

The *President Grant* was raised from the water at 11 o'clock Wednesday morning, December 8, and left at 7 o'clock the following morning, her hull in the meantime having been scraped clear of its coat of barnacles and supplied with a new coat of paint.

The vessel also was inspected with a view to undergoing a thorough repairing and overhauling at the end of a voyage to France, Germany and Poland, upon which she was expected to start a week or so after leaving our yard.

Officers of the *President Grant* were enthusiastic over her showing for the year. Leaving New York February 2, she proceeded via the Panama Canal to San Francisco, from there proceeding to Yokohama, Japan. During a fire in her hold on March 10, while a big storm was raging, the lives of two of her crew were lost, the victims being Charles Ray of Brooklyn and George Edison.

After discharging a cargo of steel and taking on coal the ship went on to Vladivostok, arriving April 22. At the Siberian port she took aboard 5,500 soldiers of the Czecho-Slovak army that had stood out so long against the Bolsheviki, and also a number of their Russian war brides and babies.

Her next port of call was Hong Kong, the first leg of a voyage to Trieste, Italy, via the Suez Canal, during which trip she visited a number of the largest ports. Members of the crew expected the *President Grant* would be ordered home from Trieste, but after 22 days at the Italian port she was ordered to Manila and to Vladivostok again, via the Suez. Arriving at Manila, August 1, she found no coal and was obliged to go to Karatsu for a supply.

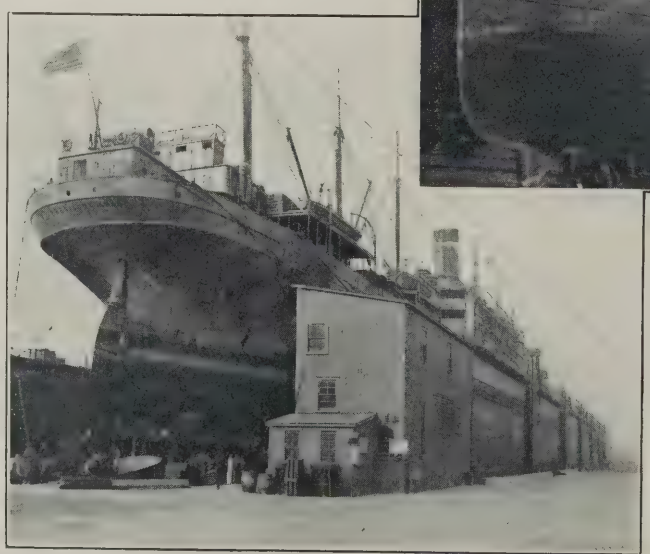
Getting back to Vladivostok 6,000 Czecho-Slovaks were taken aboard with some 600 war brides, a crowd which over-taxed the accommodations of the *President Grant* and utilized the deck space for sleeping quarters. The same route back to Trieste was taken as on the first voyage.

By an arrangement made between the Cosmos Line and the U. S. Transport service 2000 immigrants for the United States were taken aboard at Trieste and the homeward bound voyage was begun.

When the *President Grant* reached New York on the morning of November 14, she had put a total of 46,000 miles to her credit since leaving the Morse yard at the beginning of the year.

The *President Grant* before the war was one of the Hamburg-American line steamships, a sister ship of the *President Lincoln*. She was taken over by the American government when this country entered the conflict.

A successful trip to Europe and a quick return to our yards for complete reconditioning, is the Morse workers' wish for the *President Grant*.



Pictures by Morse Photographer

S.S. President Grant. Quickly Raised on Our 30,000 Ton Dry Dock, Departs 20 Hours Later, Scraped and Painted.

Our Tug Saves Two Lives

CAPABLE seamanship, cool heads and stout hearts which characterize the chosen officers and crews who man the Morse company's fleet of tugs, were the main factors in the rescue of two fishermen from drowning after their barge, the *Greenwood* of the Lehigh Navigation Company, had been rammed and sunk in the bay by an ocean liner during a heavy gale on December 3.

Credit for this gallant exploit is due to Captain Wilfred Mason of the *Ada Morse*, who raced his tug 200 yards to the scene of the disaster, venturing close under the bows of the plunging liner, and to David Mason, mate, and William Sullivan, deckhand.

It was 1.30 o'clock in the afternoon of December 3 that the disaster and rescue occurred. The coal barge, towed by the tug, *Natul P. Doane* and bound for Portland, Me., with 1,600 tons of coal, was just off Robbins Reef lighthouse in the bay. It was plunging heavily in the trough, when the *S.S.LaFrance* of the French line came along. A 60-mile northwester was blowing and it is supposed that this caused the barge to swing into the liner's path and made the collision one that could not be avoided. The impact was direct and the barge went to the bottom of the bay within three minutes.

A number of tugboats were in the vicinity, the *Ada Morse* among them. Four men were seen running from one side of the barge to the other, waving their arms, and all the craft made a rush to the rescue. Our tugboat was among the first to reach the spot where the barge had disappeared and seeing two men clinging to timbers Captain Mason steered right under the bows of the *LaFrance*, maneuvering so that Mason and Sullivan were able to reach the imperilled men and pull them aboard. They proved to be seamen John Lynch and Jack Carlton.

Meanwhile the captain of the barge had been picked up by another tugboat but it was feared for some time that the fourth man had been lost as he was seen to have been struck by a life boat as it toppled from a davit on the sinking barge. Newspapers the next day, however, asserted that he also had been saved and that no lives were lost.

The seamen rescued by the *Ada Morse* were warmed, dried and nourished, but mourned the loss of all their effects. After they had warmly thanked Captain Mason and his men for their rescue from peril and for the kindness shown them they were landed at St. George, Staten Island.

And thus new stars were won for the record of the Morse company's fleet.

Rescue Squad Selected

ORGANIZATION of a rescue squad and equipment of its members with fire masks are the latest steps taken to bring the already excellent Morse fire department up to the minute in personnel and equipment.

The need for the rescue squad was seen as a result of oil fires where work was made impossible by the smoke and fumes.

The masks have been installed in neat and plainly lettered boxes at the following points:

Hose Reel No. 1 (Plate Shop), where M. M. Faulkhabe and David Lyle have been chosen as wearers; Reel No. 2 (Pipe Shop), Patrick Sullivan and John Kelly; Ajax Extinguisher No. 1 (Inside Machine Shop), Mike Pasquale and Leonard Priviterri.

These six men, who constitute the rescue squad, have been chosen following a careful physical examination. They will grab their masks and respond to every fire alarm, Fire Chief W. L. Myers explains, returning to their usual tasks when assured by him that their services are not required.

Their call to duty on every alarm will mean they will be kept more often on the jump than is many a city fireman, if past records are lived up to. This is shown by the recent records when alarms were rung in on November 9th, 13th, 15th, 16th, 18th, 23rd, 29th and Dec. 1st. That no serious fires resulted is all to the credit of our volunteer fire department.

"They surely are right on the job," says Chief Myers. "They are as snappy a bunch as I ever saw in all my long career as a firefighter."

Still another great advance in fire protection is impending, this being the installation of a "Foamite" system, which comprises a big reservoir as a container for this potent fire extinguisher with pumps and pipes to carry it to every strategic point in the plant. This involves a heavy expenditure and will be described in detail in due time.

Apprentices Active

SEVERAL new faces are appearing throughout the yard as a result of efforts to increase the number of apprentices. The new additions are Edgar Sears in the Plumbing Shop, William H. Tonker and William Maher, in the Sheet Metal Department and Clifford A. Jenson of the Outside Machinists.

John Seneca has returned from Italy and is at present assigned to the Outside Machinists until such a time as it is advisable to transfer him to the drafting room where a post was promised him as a reward for receiving a very high percentage in examinations held before he went to Italy.

Instructor Thomas G. Rathbone of the apprenticeship class has received a certificate from the Board of Education issued as a license to teach in the public and evening schools of Greater New York. James A. Kelley, Chief of the Drafting Room, has also been authorized to instruct.

In a communication dated November 15, 1920, the company has been advised that the Board of Education had again sanctioned the reopening of our voluntary classes, which means that the Apprentice School is now operated by authorization of the Board of Superintendents, Department of Education, City of New York.

Our young men have shown considerable interest in the elementary drafting exercises and before the completion of the term will be able to turn out sketches and prints worthy of mention.

George Hanson formerly attached to the Plate Shop has been transferred to the Sheet Metal Department where he is progressing rapidly under the watchful eye of Foreman McCulloch.

Harry Smith and Archie White, machinists' apprentices, have been transferred from the shop to the Outside Machinists, under William B. Chambers.

William Penkett, who succeeded Oscar Kruger as sign painter last month, is well known in the yard, having been here since November, 1918. He has had considerable experience in sign writing. He lettered cars for the New York Railways Company and the Interborough Rapid Transit Company for years before he came here.

Pipefitters Score Again

WHILE each department of this company strives to make a record on large jobs such as the *Avalon*, *Cuba*, *Huron* and *DeKalb*, all smaller jobs receive the same care and attention.

This was shown recently, when the *Mexican*, of the American-Hawaiian line, required the installation of an oil heater and pump for her fuel oil system. The *Mexican* was to sail in five days for the Pacific coast and some doubt was entertained as to the possibility of accomplishing the task.

Jack Carraher was selected as snapper on the job and a crew of 12 fitters and 12 helpers was assigned to him by Foreman Fales. Carraher has the happy knack of winning the co-operation of those under him and the installation was completed within time for sailing, Jack personally receiving the congratulations of the commander upon the celerity and efficient manner in which the work was done.

The system comprised 350 feet of 4-inch pipe, 100 feet of 5-inch pipe and 150 feet of 2-inch pipe, with all necessary fittings and connections, including ten 4-inch Boss flanges and 6 4-inch Globe valves.

The fitters assigned to the job were pipefitters, Hunter, Hammet, Fields, Taylor, Dietz, Brooks, Safer, Carr, Bushman, Fitzgerald, McHale and Esposito, assisted by helpers, McGibney, Harvey, Cochrane, Jarvis, Ryan, Early, Muller, Fields, Johnson, Imperial, Sheehan and Cooney.

Drillers Ryan, English, Dennigan and Nick performed all the necessary drilling for hangers and flanges. Near the completion of the work the pipe coverers assumed the task of covering the job and Dennis Hand, with a crew consisting of Dieckman, Sauer, Nolan and Buglion, covered the system with magnesia pipe covering in 12 hours.

The pipe fitting department is now in charge of Austin Fales, assisted by Joe Martin, who started here as a youngster and worked his way up to his present position, Mr. Fales having succeeded Joseph Murphy, recently resigned.

The Versatile *Panuco*

THE other day we watched the *Panuco* work. She was furnishing power for driving an electric welder at work on a big ship, supplying electric light to another job, compressed air to another ship and, just as a sideline, she was hoisting plates from the dock to the job overhead.

"The most useful piece of machinery in the yard is that old tub," said an old timer passing by. The *Panuco* certainly sets the pace in the number and variety of the jobs she can do.

She is neither big nor handsome, but the yard would miss her if she were not on the job day after day. She is electric welder, air compressor plant, electric light plant and has a hoisting gear of fifteen tons capacity, all combined. And when an extra tow boat is wanted in a hurry, the *Panuco* is quite likely to drop the job she is doing for a few minutes and help to put a ship in dock.

With her crew of eight men under Captain Karl Nelson and Chief Engineer Antonsen she is ready to tackle anything, and as the song says, "she takes a lot of lickin' at her weight."

The *S.S.Wauconda* just hated to leave the Morse yards. As she went off drydock she sliced off the house on the top of Pier No. 3 Derrick, but she wasn't allowed to take it away with her.

There's Going To Be Lots of Color

YOU simply can't afford to miss it. It's going to be the greatest show ever. Jazz outjazzing the jazziest of jazz heretofore jazzed!

Tuneful, colorful, gorgeous, will be the super-grand Minstrel Show and Annual Ball of the Employees' Association of the Morse Dry Dock & Repair Company.

The night of January 22 is to be the Big Night and Prospect Hall, Prospect Avenue and Fifth Avenue, Brooklyn, is the place.

And now, having been told of the time and the place it is up to you to get the girl to take along—that is if you are single. If you are married then that matter is already settled.

Yes, it's going to be some show.

We're not going to tell you what's going to be said or done, or sung, or danced, or shuffled, or jazzed, or played, or shouted or jes' merely insinuated—but we've been to the rehearsals and we've heard some of the things that have been whispered and hummed and practiced in dark corners—and we are free to remark that there will be a-plenty.

Secrets that many a man in the Morse aggregation thought were buried deep from human ken will be airily brought to the attention of the eager multitude.

But if we can't tell you about the show itself, because we've sworn not to give away any of the secrets—and mustn't even hint at what the songs, or dances, or costumes or monologues or the thousand and one other features are to be—we can talk about the arrangements that concern you.

First, as to tickets—these are being handled by Mr. Hannavin, secretary of the Association, to whom all applications should be made. He will be found in the brass storeroom next to the garage under the Main Office.

Next—a word to all participants in the show. Be sure to attend every rehearsal from now on until the great night. Harry E. Gold, the director, has brought things along at a rate not less than marvellous, when the excellence of the results accomplished are considered, and there should be no slackening of pace but on the contrary all should work for the great slambang successful climax that now appears a certainty.

The fact that the giving of a minstrel show by our very own people is an innovation at the Morse employees' annual ball, adds much to the interest of the affair. Heretofore the show has been given by the best vaudeville talent procurable but while the programs have always been excellent, elements of interest enter into this year's entertainment that previous ones have lacked.

Following the minstrel show will begin the annual ball, which is expected to be one of the most enjoyable dances in the history of the Association. The grand march will be led by Mr. and Mrs. Morse.

The Association finds it unnecessary to provide for the serving of refreshments for as is well known there are various dining rooms and refreshment booths as part of the equipment of Prospect Hall where service can be had at all hours.

Here is a partial list of the members of the minstrel show chorus, which list is apt to change before the night of the performance:

Office—Kristoffer Krogstad, Thos. Plunkett, J.P. Romer, F.O. McQuaid, C.G. Riley, Henry Riccardi, Richard Boyle, Henry Rochelle, Joseph Lowe, Bradford Waterman, John Hall, J.P. McGivney, Frank Benson, William Olsen, Mortimer W. Mead, George Keenan, William Prestien, Thos. C. Rathbone, Edward Nolan.

Welding Department—Richard Getz, James Davitt, Robert Cook, Peter Ballentine, Chas. Godron, Chas. Labdon, Harold Campos, Harry Gardner, Wilfred Hoehn, Chris. Borger, Herbert Cooke.

Hull Department—Herbert Finneran, Chas. Johnson, Albert Simendinger, Joseph McGuirk, Victor Wickstrom, Anthony Gerland, David Lyle.

Outside Machinists — Robert Walsh, Charles Pearson, Paul Lange, Arthur Van Houton.

Timekeeping—James Weldon, Roy McEwen, Fred Fisher, Carlisle Stecher.

Inside Machinists—Charles Ambriano, Jerome Galligan.

Electric—William J. Dunnigan, John Dick, John McKenzie.

Printing and Dial Department—Theodore Siller, L. H. Wilson, Frank Poeton, James Foley, George Scofield, Harold E. Waldron.

Pipe Department—Charles Davis, William Carr.

Ship Fitters—Earl Bliss, Frank Gallagher.

Garage—Lew Ritchie, John Smith.

Plate Shop—John Finneran, Ralph Reed.

Towboat Office—Capt. William F. Kirby.

Yard—Harry Julian.

Riggers—Frank Rice, James Gallagher,

Sheet Metal—Chas. F. Smith, Morris Levy, John Bond.

Pattern Shop—Vincent Brosile.

Joiners—Arthur Wood, Adrian Bernard, Walter House, Michael Pagnotta.

Brass Store Room—Edward Hannavin.

Painters—George Lenseth.

Blacksmiths—James Tester, Robert J. Jones, Frank Abear.

The general committee is as follows: Charles G. Pearson, chairman; David Lyle, Patrick O'Mahoney, Joe Frank, George Keenan, James Tester, Mortimer W. Mead and Carlisle Stecher. Besides this committee, each of whom will have charge of some detail of the work, Joe Hennessey serves on the floor committee and William J. Daley on advertising.

Paddy Burke of the Air Plant was having an argument with a boisterous customer. "Hey, take this guy away from here," said Paddy to Sammy Olsen of the Chain Gang, and Davie Lyle. "Why pick on us?" said they. "Well," said Paddy, "you guys are on the Accident Prevention Committee, and sumpin's liable to happen to this guy if he doesn't get out of here."

Joe Luft of the Electricians is back on the job again. Joe has regained all his old voltage since he was hurt. He is giving good service although that fall down a hatchway nearly knocked the lights out of him.

Ed. Rafter, No. 3257, plumber, died in St. Peter's Hospital on Monday, December 5th, 1920.

Remember The Date!

MARCH 15 is the last day upon which Income Tax returns may be filed. Persons subject to the tax who delay beyond that date are liable to a fine. Every unmarried person earning $1,000 or more a year and every married person earning $2,000 or more a year must file an income tax return.

A Real Tough Job Well Done

WERE orders, emblems or badges of honor the rule in the industrial world as in military circles something corresponding to a "Distinguished Service Medal" would surely be coming to the Morse employees who have been working on the oil tanker *S.S.Caloria* for the last month.

For of all the dirty, disagreeable and generally undesirable jobs that have ever fallen to the lot of ship workers to tackle the palm must be given to the *Caloria*—which from the amount of heat it has generated since it reached our docks might appropriately be renamed *Caloric.*

But despite occasional and natural flashes of heat that have relieved the pressure when an unusually big gobbet of thick asphalt-like crude oil has dropped down a man's neck or when he has found himself ankle-deep in black "goo," the Morse workers engaged on the *Caloria* have shown a loyalty and devotion to duty that calls for acknowledgment.

Once again they have proved that in the Morse service there are many "stickers," who without complaint "tough out" the worst sort of jobs and actually undergo some physical suffering and great physical discomfort to do their full "bit."

Day after day the workers on the *Caloria* have toiled, smeared to the eyebrows with the thick, molasses-like stuff, and it is difficult to say which had the most disagreeable task, those on the inside, who were forced to wade around in the thick slush or the men outside in the dock who, every time they disturbed a plate, brought down upon themselves a bath of crude oil which oozed down through every crack.

The *Caloria* is a Standard Oil tanker that had been plying between Tampico and Hamburg and which went ashore off Key West. Many of her plates were badly strained and buckled and when raised from the water in our Number One dry dock it was found that practically all the plates along the entire length of her keel would have to be replaced or straightened.

During the long time the *Caloria* had been in service the asphalt constituent of the crude oil had settled down to a depth of four feet and thickened below the coils in the tanks which are kept hot in order to prevent this congealing as much as possible.

It was this mass that was waiting to descend upon the devoted heads and shoulders of the burners and other workers in the dock, that itself was covered deep with the sticky stuff. Day after day the men have worked in oilskins and high boots, almost every inch smeared with the ooze.

On the inside the cleaners found themselves faced with the task of ladling out tons of the crude oil and pouring it into barrels on the deck. The men who descended the oil-besmeared ladders and waded around on the bottoms of the main tanks went about their work stolidly and steadfastly. All in all the 200 men who tackled that *Caloria* job certainly won the most honorable sort of mention for the work done.

John F. Phin and John T. Wiseman were the ship superintendents jointly in general charge of the work on the *Caloria* and John Carrigan had immediate supervision of workers on the hull. Burners, riveters and cleaners were all engaged in the work.

Riley isn't leading the "life of Riley" any more.

Morse Employees Rescue Rivals

FOR the second time within the one week a Morse Service fleet crew on Wednesday, December 9, acted in the capacity of life savers, on this occasion rescuing four men who were in imminent peril of drowning.

In so doing they at the same time gave an exhibition of the fine sporting spirit that governs the Morse service, by helping workers of rival concerns when in distress. Also they brought back for a visit to the Morse yards two former attaches of the Morse estimating office whom they had saved while they were seeking the same contract for a rival company.

It was about noon that Captain Charles Wolfe of the Morse launch *Say When* was hailed from the deck of a ship by a person who pointed to what appeared to be floating wreckage in the middle of the bay between Staten Island and Brooklyn.

The *Say When* made full speed for the place and soon it was perceived that four men were sitting on top of the cabin of a waterlogged boat.

All had been thrown into the water and were suffering from long exposure. One was seriously injured. This proved to be Leonard Duncan, who was being supported by Sam Weening. Both of these men, who are estimators for the Standard Shipyard Company, on Staten Island, are former Morse employees. The other imperilled men were the crew of the overturned launch, the property of the Service Launch Company, Fifty-second Street.

On board the *Say When* were Kenneth Craig, Jacob Jacobson, Morse estimators, and John Mullaly, of the painting department, all of whom assisted in the rescue and in extending first aid.

Seeing that Duncan was badly injured, Captain Wolfe made full speed for the Morse yard, only stopping to pick up a man who had set out in a small boat from the *S.S. General Knox* and was manfully rowing against the high wind in an attempt at rescue.

On reaching the yard the four men were taken into the office of the yard engineer, and given a stimulant and an abundance of hot coffee. Miss Jensen of the yard hospital was summoned and gave valuable first aid.

It was found that all the men were suffering from shock and long exposure and that in addition Duncan had incurred a probable fracture of one or more ribs, a fracture of the upper maxillary or cheek bone, a lacerated nose and a cut over the right eye.

Miss Jensen ordered Duncan to the yard hospital and the others were sent to their homes in the company ambulance. Later Duncan was transferred to the Norwegian Hospital.

Despite their exhaustion the boatmen were anxious to go back after their launch but Mr. Hallock said he would have that towed to its own yard and at his request Captain Kirby had this task attended to, thus again demonstrating that rivalry in business is laid aside when the humanitarian demands are at all urgent.

Mr. Weening explained that they were making for the *S.S. Sandefjord*, just in from Holland and from which vessel the *Say When* was returning, when they ran foul of the anchor chain of the *S.S.Luckenbach*, and were overturned.

Their launch righted itself but was submerged except for the top of the cabin, on which they clambered. Duncan in some way had got crushed and battered but his companions succeeded in getting him on the cabin roof.

Here they managed to get at the lifebelts and each man put one on. During the more than an hour that elapsed before their rescue all suffered terribly from the cold. There was no one on board the *Luckenbach*, hence the long delay in any attempt at rescue. It was merely by chance that the Morse launch happened on the scene.

Grateful To Rescuers

December 13, 1920.

Mr. E. P. Morse,
Morse Dry Dock & Repair Company,
Brooklyn, N. Y.

Dear Sir:

I wish to tender the hearty and sincere thanks of my family and myself, through you, to Captain Charles Wolf and the crew of the tug *Say When* for their timely rescue and to the Morse Dry Dock & Repair Company and their superintendent, Mr. Charles Hallock, for the courtesy extended to myself and companions, in the way of medicine and the use of a private car to convey us to our homes, when we unluckily ran afoul of an anchor chain in the Launch K-59-64 and overturned while returning from the *S.S.Freedom* in New York Bay on Wednesday, December 8, 1920.

Having been in your employ, as an electrician, some three years ago prior to my coming to the Standard Shipbuilding Corporation, I am well aware of the fine treatment shown the employees in your yard and that, in conjunction with the grand treatment shown me on that most unfortunate occasion, tends to impress one with the feeling that your company is always ready and willing to further the cause of *"Good Fellowship"* and *"Fraternity"* amongst men.

Once more thanking you and through you the parties above mentioned, I beg to remain.

Respectfully yours,
John H. Stone.

No. 867 Knickerbocker Avenue,
Brooklyn, New York.

December the 18th, 1920

My dear Mr. Morse:—

I take a very great pleasure in thanking you and your employees for the timely assistance rendered us last week when we were thrown into the stream by our capsizing launch.

Your Captain Wolff of the *Say When* deserves all the praise and commendation that could be bestowed on any man for action and rapid thinking in an emergency. I feel indebted to Mr. Charles Hallock for his thoughtfulness in providing for our comfort and speedy transportation to our homes.

I am grateful indeed to Miss Jensen; if it were not for her able work, I fully believe that I should have lost my pal, Duncan, through pneumonia.

This assistance will not be forgotten; it is the old story of *men* among men.

I am, at your service,
Samuel Weening.

China is now in a position to deliver steel plates for shipbuilding on the Pacific coast of the United States at $4.96 per ton less than they can be delivered from Pittsburg, Pa. The rate on a heavy consignment which arrived in November was $10 per ton. The duty was 12 per cent., making a total of $17.20, as against $22.16 from Pittsburg. The plates are manufactured at the famous Hangyang Iron Works, Hankow, for which city Shanghai is the port.

Plucky Captain Saves His Ship

TIMELY assistance extended under great difficulties by the Morse tugboat fleet recently extricated the 6676-ton steamship *Minnesotan* from what her own captain described as a desperate situation, and brought the big American-Hawaiian coaler safely to our dry dock for repairs.

The *Minnesotan's* rudder post snapped when she was 300 miles west and the same distance south of the Azores, making the southern route to Norfolk, Va., from Alexandria, Egypt.

According to Henry Timmer, first assistant engineer, she made some 1300 miles by steering by the aid of winches and then she was picked up by her sister ship *Virginian*, also from Alexandria, which had been called by wireless.

Ordered to the Morse yards, the two vessels at last approached the Ambrose lightship, 22 miles from the yards, and two miles beyond the lightship she was taken in charge by Captain David Roche, our master pilot, while the *E.P.Morse* and other tugboats went into action.

It was one of the stiffest jobs of Captain Roche's career. The captain of the *Minnesotan*, in calls to the United States customs and quarantine officials, warned them that if he were not allowed to proceed at once to the Morse docks with the assistance that he was receiving he would regard his vessel as being in imminent danger of going ashore.

This permission was granted and the *Minnesotan*, laboring heavily in the high seas, and almost unmanageable in a 60-mile gale from the northeast, at last was brought to the dock entrance.

At this point the task reached its most ticklish point for as attempts to swing the *Minnesotan's* nose toward the dock were made the northeaster struck her tremendous bulk broadside.

Once she swung out and away but was finally rounded up again and eased in. This struggle at the dock entrance lasted more than an hour and a heavy rainfall added to the cheer of the occasion.

The crews of the Morse tugs did exceptional work in handling the boat and won merited praise from Mr. Timmer.

The *Minnesotan* was quickly repaired and the *Virginian*, which had also been abused considerably by her ordeal, was placed in dry dock and put into good condition again.

Red Cross Sends Thanks

ACKNOWLEDGMENT of the contribution of $869 made to the Red Cross as a result of the recent membership drive conducted under the auspices of the Employees' Association, is made in a letter from A.E.Vaughn, secretary of the Brooklyn chapter. The letter reads in part as follows:

"The Officers and Executive Committee of the Brooklyn Chapter of the American Red Cross, have asked me to acknowledge receipt of your favor of November 29th, and to extend to the employees of the Morse Dry Dock & Repair Company their sincere thanks for the contribution of $869 which they have made to the Fourth Roll Call of the Brooklyn Chapter of the American Red Cross. This money will be of great help during the coming winter."

A party of nine students at the Webb Institute of Naval Architecture made a tour of the yards on the afternoon of Saturday, December 11, paying especial attention to the 30,000-ton dry dock. A.J. Smith, a post-graduate, was leader of the party.

THE MORSE
DRY DOCK DIAL

A Monthly Magazine Devoted to the Activities of the Employees' Association of the Morse Dry Dock & Repair Company, and to the interests of the Company

BERT EDWARD BARNES, Editor
Frank Poeton, Assistant Editor
Willard B. Prince, Art Editor
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Vol. 4 JANUARY, 1921 No. 1

The successful man is always busy whether he feels like it or not. Any man can work when he feels like it.
—The Conveyor.

Growing Up!

NOW is the time for all Morse folk to wish The Dial many happy returns of the day. With three candles on our birthday cake The Dial is beginning to feel quite mature. This issue is our third anniversary number and begins Volume Four.

We should not forget that The Dial is the product of our own organization, being printed in our own printing establishment. Every issue published in the past twelve months came from our presses and while the publishing date has not been as regular as we would like, we have been able to keep close to a schedule and the first week in every month has seen the issue for that month in the hands of our readers.

There were those who said the plan of printing and publishing our own magazine was impossible of realization but the error of this view is now fully demonstrated.

One result of this achievement is the reduction of the cost of getting out The Dial fully 25 per cent. It will interest our readers to know that whereas the cost of each copy, covering all items, was approximately 25 cents when printed outside, the cost now is around 18 cents.

This good showing is in itself a tribute to the printing department as a whole and to every individual composing its personnel.

Still further improvement of the physical appearance of The Dial may be expected next spring when a press better adapted for magazine work will be installed.

Thus do we progress.

—o—

We Need The Old Grit

WHILE we celebrate the beginning of another year, with its promise of prosperity and contentment, with its burdens and responsibilities, it is worth while to give a thought to the little band of pilgrims who laid the foundations of the nation on these shores three centuries ago.

It is exactly three hundred years since the first American constitution was signed off the Massachusetts coast. It was signed by forty-one men who, with their women and children, had left Europe to find in this country the wider opportunities denied to them at home. They made the journey from Plymouth, England, to Cape Cod, Massachusetts, in the *Mayflower*, a sailing vessel of 180 tons. Of the 102 persons who were crowded into that little ship one died in mid-ocean. In the terrible privations of the first winter about forty more were lost.

The agreement which the pilgrims entered into and set down in writing for the governance of their number, defined citizenship and laid down the rules by which the little colony would live. Finding themselves off the coast of their new home, the men of the party convened in the cabin of the *Mayflower* and "combined together into a civil body politic for better ordering and preservation and to enact, constitute and frame just and equal laws, ordinances and offices for the general good of the colony; unto which we promise all due submission and obedience."

Carrying out its principles, the Pilgrim Fathers built up a colony which has spread across the breadth of the continent, has given a home, and all that home spells for men and women, to millions of other pilgrims, and has become in three centuries the greatest nation in the world.

Many pilgrim ships have followed in the wake of the *Mayflower*. The men and women they have brought to our shores were filled with the same high hope of freer institutions and peace and prosperity which brought the Pilgrim Fathers from an uncongenial soil. In the development which has followed, the privations and crudities which made life hard for the first settlers have been swept away.

But life is still a daily fight and prosperity can be gained only at the expense of hard work and shrewd thinking. We need the grit and perseverance of the Pilgrim Fathers to carry us prosperously through the years ahead. We need also the cooperation of our fellow citizens in the spirit of brotherhood which carried the Pilgrim Fathers over their great difficulties to victory and peace.

We caught that spirit again during the world war and it alone enabled us to win. The effect of the war on the trade and commerce of the world and on the prosperity of the worker has yet to be faced, and if we are to tide over the hard times ahead we shall need to fight, as did the Pilgrim Fathers, and fight together, "for the good of the colony."

—o—

Why Is It So?

SOME mighty big truths were told in an editorial which appeared in the *New York Tribune* a few weeks ago, relative to the recent building graft disclosures. Says the *Tribune*:—"As any campaign speaker who has addressed an audience of workingmen will testify, the man who works with his hands usually knows how to use his brains. He is earnest. He informs himself on public questions.

"In his private life, as a rule, he is a good manager. The savings accounts of hundreds of thousands of workingmen are sufficient evidence of that. He frequently owns his own home. He keeps his family in comfort and provides for the education of his children.

"Yet workingmen most skilled in their trades, and who are in all other respects alert and intelligent, too often accept without question the leadership of such men as Sam Parks, Brindell and Bill Haywood. And even when false leaders are caught trafficking in the confidence reposed in them it is difficult to convince their followers of their treachery.

"The investigation into building graft discloses the fact that working men have been sold like slaves to crooked contractors. Yet, as far as can be learned, not a single union has repudiated the man who enriched himself by selling them.

"The men whom Sam Parks delivered to any one who paid his price stuck by him till the doors of the penitentiary closed upon him. Bill Haywood's dupes—as many of his followers doubtless were—got into trouble and into jail. He never won a strike for them. Yet they still believe he was sent into martyrdom on their account.

"The workingman is quick to suspect that his employer is seeking to exploit him, even when he is paid high wages and given the best of working conditions. But he never appears to think that the professional strike fomenter can be anything but an altruist, even when the strike is only to extort blackmail.

"Until labor unions recognize that like all other human organizations, they may harbor traitors and that they must get rid of them, their path will be beset with tribulations. Collective bargaining can never completely succeed while the collecting bargainer is permitted to exist."

—o—

This Month's Cover

THOSE who have followed The Dial through its three years of existence will recognize in this month's cover a departure from the covers we have used heretofore. The cover this month is made from a picture taken by C. W. Bailey who handles all photographic work for the company and for The Dial. From a negative of the *S.S.Patria* as she was leaving our large dry dock, Mr. Bailey produced by means of a soft focus lens an art study enlarged to suitable size to enable the engraver to make by a process known as Ben Day, plates from which the picture was reproduced in color on our printing press. All of our covers in the past have been the product of an artist's brush. With few exceptions they have been of an excellence which has commanded much attention. Edward Hopper, who has painted most of them for us, is recognized as an expert in poster work and we are indebted to him for giving distinction to our publication. By way of getting greater variety into our cover presentations however, we are going to use more photographic studies by Mr. Bailey. In this way we will be able to more completely represent some of the interesting and important work being done in our plant and also we will be able to localize our subjects. Photographic art is making rapid strides nowadays and we promise some interesting and effective covers by Mr. Bailey during the coming year.

Your Loaf And The Loafer

"STRAIGHT talk, that!" "Every word true!" This was the tone of the comment made throughout the yard on the letter by Mr. Morse anent "Loafing" which was sent to the homes of all employees.

For a week or so evidence that the warning, "Don't let the loafer kill your job," was being heeded was plentiful. Chronic "slow men" were getting a bit more of a move on, and the worst cases were calling forth rebukes from fellow workmen who saw the truth of the letter's statement that loafers and "soap-hounds" were imperilling the jobs of all hands as well as their own.

But in the weeks that have elapsed since, the effect of the jolt which every line of the forceful letter contained, has tended to diminish. Therefore The Dial urges that every Morse employee take out that letter again and give it the "twice-over." And then keep it in plain sight, not only of yourself, but of all fellow-workmen you possibly can influence.

For the world conditions outlined in the letter that make for a progressive diminution in ship repair work are growing worse instead of better and only the delivery of the best work at the lowest figure can attract business enough to keep all hands going.

And that means the motto of the Morse plant "An honest day's work for an honest day's pay," must be faithfully lived up to if we are to meet the competition of all the ship yards in the port and along the coast and get a good share of the foreign business at this time when repairs are being done abroad for about one-third of the cost here.

Eternal vigilance is the price of other things beside liberty and in this case vigilance in guarding against the dishonest, shirking loafer may prove to be the price of your bread and butter.

Our particular industry is different from most others. There will always be ships to repair so long as ships are used, but the question of who gets the work will depend entirely on who does the work the best, the quickest and at the most reasonable prices.

Ours is an international industry because we work on vessels from all parts of the globe and we have therefore to compete with repair organizations in all parts of the world. To do so means that every one of us must produce a full day's work.

Only the man who tries to kill time, who foolishly seeks to make "soap" out of a job, need worry about such things as "shaping up on the line." What Mr. Morse is interested in getting is conscientious faithful service from each and every employee and he intends to do so at any and all costs.

And just a thought for the women in the homes of our workers. That letter was purposely sent home so that it would come more readily to their attention. The object of that is to enlist their influence toward making the men of the house who are employed here realize more fully what is expected of them.

—o—

Whys And Wherefores

THE one policy that has tended more than anything else to develop the splendid team work that is characteristic of the entire Morse plant has been that followed by executive officers of the company in explaining the "whys and wherefores" of changes in methods as they become necessary and of orders which involve the co-operation of a number of units.

A case in point is afforded in an article by Richard Allen, the new assistant superintendent in the company's Operating Department, which is published in this issue of The Dial. In this article Mr. Allen clearly and lucidly tells the "whys and wherefores" of certain changes recently made in timekeeping methods, thereby making possible and certain the intelligent co-operation of the foreman and snappers whose duty is involved in the matter.

Especially strong and pertinent is the point made by Mr. Allen that our customers are not only impressed by good workmanship as applied to vessels but also good workmanship as applied to accounting. Suspicion that because of hodge-podge ways of keeping track of time and material their bills are not fairly or intelligently made out, may be just as fatal insofar as their continued patronage is concerned as poorly riveted plates or an imperfectly adjusted propeller or rudder.

We are sure that all foremen and snappers will read the article with close attention, will realize their full responsibility, and will enter into co-operation with the accounting department as heartily as they do in directing their gangs in the repairing of a ship.

—o—

If you want your dreams to come true don't oversleep.

Wages Paid By Our European Competitors

MAY this year of 1921 bring happiness and prosperity into every home into which this issue of The Dial goes. Expressions of the compliments of the season such as this too often are merely a perfunctory and lightly-spoken form of words. Not so in this case.

In uttering our wish full consideration is given to what is meant by the words "happiness" and "prosperity"; also to the prospects existing both for and against the fulfilment of that wish.

True it is that there is a noticeable slump in the ship repair industry at the present time. And we all know that the unemployment problem is acute.

As Mr. Morse stated in the letter recently sent out to all employees, shipowners whose vessels are in need of major repair operations are scouring the whole world to find the yards where the lowest charges prevail. This statement is fully borne out in press dispatches and by marine publications.

Ship repair work in American yards has been reduced to the lowest possible limit by foreign shipowners because repairs are being done abroad for about one-third of the cost of work done here.

For instance note what the *Brooklyn Eagle* said a few nights ago:—

"Very little ship repair work is being done in this city at the present time. This is because repairs are being done abroad for about one-third the cost here. Work done here has always been reduced to the lowest possible limit by foreign ship owners. Because freight rates do not meet expenses, American ships are being tied up."

According to the *Marine Journal* of New York, from 3000 to 5000 officers and men were idle early in December in the port of New York alone.

The *New York Tribune,* in its issue of Saturday, December 18, reported as follows:

"British shipbuilders' efforts to secure orders from American ship owners have finally proved successful.

"Within the past few months some of the large British oil companies have placed contracts for tankers with American yards. Now, however, the situation has been reversed and one of the large American oil companies has closed negotiations for the construction of a 12,000 tons deadweight tanker with a leading shipbuilding concern on the Clyde.

"In the case of the English orders placed here the impelling motive was the fact that delivery could be made much more quickly than by British yards. The American order placed abroad, however, was due to the difference in costs made possible by exchange conditions."

The *Journal of Commerce* of Liverpool, recognized as one of the authoritative shipping papers of England, reports the wages and hours in Dutch shipyards as follows:

"Flushing—Minimum wages 1s 6d, which is equivalent to 26½ cents in American money, at the current rate of exchange, per hour for skilled workers; 1s 5d or 25 cents for semi-skilled workers; and 1s 4d or 23 cents, for unskilled workers. Working hours 45 per week. Overtime 25 per cent., night work 50 per cent., and Sunday work 100 per cent. extra. In case of sickness the men receive 70 per cent. of their average earnings during six months and 50 per cent. during a further six months, the men contributing 2 per cent. of their wages as premium. The minimum wages of the men per week shall be respectively L3 8s 1d ($12.05) L3 4s ($11.33) and L3 ($10.62).

"Geertruidenberg — Minimum wages 1s 1 3|4d (20 1|5 cents) per hour for skilled laborers; 1s 1|2d (14 cents) for unskilled men. Overtime 25 per cent., night work 50 per cent. and Sunday work 100 per cent extra.

"Vlaardingen — Minimum wages 1s 3d (22 cents) for skilled, 1s 2d (20 cents) for semi-skilled and 1s 0 1|2d (18 2|5 cents) for unskilled laborers; 1s 1 3|4d (20 1|5 cents) for unskilled laborers not actually employed in ship construction or repairing. Overtime 25 per cent., night work 50 per cent. and Sunday, 100 per cent. extra."

Sir Alfred Yarrow contributes to *Yarrow's Magazine,* which is published quarterly for circulation among workers in the Yarrow shipyards on the Clyde in Scotland, an article entitled "High Prices" which concludes as follows:

"In the shipyards of Belgium the working day, on an average, is 12 hours, and everywhere is found a combination of thrift with industry. The energy of the Belgians is resulting in their being able to undersell this country. Only this week I came across a case of 500 tons of steel bars being purchased by a British firm at $8 per ton below the home price; this is only one of many instances."

A special cable dispatch from Vienna to the *New York Herald* dated December 21, opens with the following statement:

"The highest paid labor in Vienna receives only $8 a week in wages and workers here could not have subsisted last month had not the government contributed thirty-two million crowns daily to reduce the price of food."

This statement is endorsed as "official," and don't forget that we compete with the foreign ship repairers.

Still, with full recognition of what these facts mean to the ship industry, The Dial reiterates its declaration of faith in the possibility of a happy and prosperous New Year for the members of the Morse family of workers.

For happiness and prosperity are things more of the spirit than of matter and it is because of this that The Dial has full confidence in a safe and triumphant emergence from whatever storms and swift currents and perilous channels the Morse organization may be called upon to negotiate.

During the strenuous war period a unity of purpose and efficiency of team work was developed that will stand the Morse organization in good stead in any emergency.

With every man giving of his best, conscientiously and with good will; all striving together with stout hearts and cool heads, we shall shape our fortunes as we will.

So then: A happy and prosperous New Year to all.

Should Leniency Be Given?

"EVERY shipyard in the country is infested with a number of contemptible human beings so devoid of any sense of fair play that they break the locks and rob the tool boxes of their fellow workmen, and of these very annoying creatures our yard has its full share," says the *Bethlehem Ship News*, one of our worthy exchanges.

"Numerous cases of tool box robberies have been reported to our Plant Protection Department and the guards have been on the alert in an effort to catch the thieves, with the result that their vigilance was rewarded last week, as a confession, which the company holds, will prove."

In the confession, the man asked leniency on the ground that he had a wife and child. The *Bethlehem Ship News*, commenting on this, said:

"Although, before committing the offense he apparently gave little thought to his wife and child, or any other consideration whatsoever to his fellow workmen, he did not hesitate to beg for mercy as soon as he learned that the evidence against him would insure his conviction if he were prosecuted.

"And the management did listen to his plea for leniency, but for the protection of the thousands of employees of the yard this offender was terminated and barred from re-employment and out of further consideration for the wife his name is not printed along with his confession."

The men of the Morse Company who read of this happening in another plant will see that big industries are not as bad as they are painted. The one referred to thought more of the wife and child than did the husband and father. The property of honest men was not safe with him at work. Can you imagine what excuse he gave to his wife and child when he informed them that he must look for another job?

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Please Give The Dial Credit

THE DIAL, we have very good reason to believe, has earned a high place in the field of the employees' magazine. Complimentary letters, requests for an exchange of publications and other things indicate that the Dial is regarded with considerable favor.

There is another indication of the Dial's originality and worth. Many of its cartoons, editorials and inspirational talks have been widely copied and, we are sorry to say, frequently without the customary credit being given.

The Golden Rule works more ways than one, and house-organ and industrial magazine editors, those persons who preach the Golden Rule to employees and others, should practice it. If they do not care to, they can at least keep within newspaper and editorial ethics which embrace that courtesy. We ourselves do not knowingly reprint any matter without full credit being accorded both the author and publication. We expect similar courtesy from our contemporaries.

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Franklin on Taxes

"THE taxes are, indeed, very heavy, but if those laid on by the Government were the only ones we had to pay, we might the more easily discharge them; but we have many others, and much more grievous to some of us. We are taxed twice as much by our idleness, three times as much by our pride, and four times as much by our folly; and from these taxes the commissioners cannot ease or deliver us by allowing an abatement."—Benjamin Franklin.

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If you spend your time damning the System, cursing those above you, fighting against the established order, you cannot expect to receive friendliness and kindness and rich gifts from the world.—*Thos. Dreier.*

Calendar and Tide Table — **JANUARY** — High Water Governors Island

SUN	MON	TUE	WED	THU	FRI	SAT
Nov. Moon 9th	First Quarter 17th	Full Moon, 23rd	Last Quarter 30th			1 1:54
2 2:54	3 3:52	4 4:44	5 5:32	6 6:16	7 6:55	8 7:32
9 8:07	10 8:38	11 9:05	12 9:34	13 10:04	14 10:40	15 11:24
16 0:05	17 1:01	18 2:07	19 3:19	20 4:27	21 5:29	22 6:26
23/30 7:16 / 1:20	24/31 8:11 / 2:44	25 9:02	26 9:55	27 10:45	28 11:40	29 0:20

TIME OF TIDE IS A. M. UNLESS OTHERWISE NOTED. HIGH WATER AT SANDY HOOK DEDUCT 30 MIN.

Association Calendar

Collection Committee meets every Monday at 4 p. m.

Finance Committee meets last Tuesday of every month.

Directors meet last Wednesday of every month.

Association entertainment and business meeting last Wednesday of every month, unless otherwise announced.

Entertainment Committee meets 2nd Monday of every month.

Fire Prevention Committee meets 3rd Monday of every month.

Relief Committee meets last Monday of every month.

Minstrel Show and Reception, Saturday evening, January 22, 1921.

Employees' Association Directory

OFFICERS

President—JOSEPH McGUIRK
Hull Department

Vice President—JOSEPH QUINN
Burning Department

Secretary—EDWARD HANNAVIN
Brass Storeroom

Treasurer—MORTIMER W. MEAD
Office

Directors and Conference Board Members (d) for Director; (c) for Conference Board

CARPENTERS, JOINERS, PAINTERS AND WOOD CAULKERS—Peter Bresnan (d) Harry Anderson (c) Patrick O'Mahoney (c).

OUTSIDE MACHINISTS—Charles Pearson (d) Al. Cumming (c) William Mills (c).

INSIDE MACHINISTS—John Sweeney (d) Hugh McQuillan (c) Frank Ulsmer (c).

PIPEFITTERS—Michael O'Day (d) Charles Davis (c) William Martin (c).

BLACKSMITHS — James Tester (d) Edward Meybert (c) Robert McQueen (c).

RIGGERS AND DRY DOCK HANDS—Edward Kelley (d) Eugene Callahan (c) Harry Carlson (c).

COPPERSMITHS, PLUMBERS, PIPE COVERERS—Thomas Hayes (d) Joseph Herzog (c) Wm. A. Bush (c).

BOILERMAKERS — William Jackson (d) Harry Beattie (c) Michael Schilling (c).

OFFICE, ESTIMATORS AND SOLICITORS —Frank Falconer (d) Miss Marjorie H. Davis (c) George F. Keenan (c).

DRAUGHTSMEN, PATTERN MAKERS, INSPECTORS—James M. Donovan (d) Leonard Wallace (c) Thomas C. Rathbone (c).

SHEET METAL WORKERS—J. O'Brien (d) Frankie Mack (c) Joseph Bovine (c).

PLATE SHOP—Edward McGibney (d) George Drew (c) Louis Leiser (c).

ELECTRICIANS — Harry Jost (d) Thos. White (c) Al Chisholm (c).

HULL DEPARTMENT — Al. Simendinger (d) David Lyle (c) John Dresch (c).

BURNERS AND WELDERS—James MacFarlane (d) John Beverley (c) William Dralle (c).

MISCELLANEOUS — Including Chauffeurs, Storeroom Hands, Garage Mechanics, Crews of Launches, Timekeepers and Watchman—Carlisle R. Stecher (d) William A. Jarrell (c) Fred Lembke (c).

COMMITTEES

RELIEF COMMITTEE—Morris Levy (Riggers) Archie Campbell (Carpenters) Otto Rochelle (Inside Machinists).

ACCIDENT PREVENTION COMMITTEE—Frank Falconer (Hospital) Joseph Quinn (Burners) David Lyle (Hull Dept.) Samuel Olsen (Chain Gang) Harry Beck (Carpenters) Ernest Hahne (Outside Machinists) J. C. Ballis (Laborers).

SANITATION COMMITTEE—Joe Toomey (Hull Dept.) W. Carr (Pipe Shop) Dan Smith (Plumbers).

ENTERTAINMENT COMMITTEE — Geo. Drew (Office) William Burke (Carpenters) Peter Lorenz (Pipe Shop).

FINANCE COMMITTEE—Charles Menzies (Welders) Harry Anderson (Carpenters) Michael O'Flaherty (Air Plant).

WELFARE COMMITTEE (Embracing Yard Collections) — Frank Falconer (Hospital) Joseph Frank (Dock Hands) John Sweeney (Machinists).

BOWLING COMMITTEE—Henry Rochelle (chairman) Harry Anderson, Jack Gannon, John Kelly, Adam Lester.

FIRE PREVENTION COMMITTEE—Louis Leiser (Plate Shop) Harry Gardner (Burners).

MINSTREL SHOW AND RECEPTION COMMITTEE—Chairman, Chas. Pierson, Geo. Keenan, David Lyle, Joseph Frank, M. W. Mead, P. O'Mahoney, Carlisle Stecher, James Tester.

Morse Trained Men Eagerly Sought

MEN trained in the Morse plant or with the record of having been employed here are always in demand for service on visiting vessels and in all parts of the world former employees of our company are proving their efficiency and reflecting credit on our organization.

The eagerness with which our men are snapped up was again shown in the case of the *Minnesotan,* which signed two Morse men for the next round trip from Norfolk to Alexandria, Egypt. These were Peter Gautier, 596, and Arie Brandwijk, 654, both of the Outside Machinists Department.

Gautier, who signed as deck engineer, holds a Dutch license, having come from Holland to serve with the Submarine Boat Corporation, during the war. He came to the Morse yards on February 24 of this year.

Brandwijk joined the *Minnesotan* crew as an oiler. Both men were efficient workers and well liked by their fellow employees who wish them luck.

Still more popular with the Outside Machinists because in the Morse service since 1917 was Billy McLoughlin, 517, who was persuaded to take the position of second engineer on the *Eastman,* which sailed November 13 for South Africa. Billie Dunne, who is McLoughlin's brother-in-law, remains with us, and when he gets a letter telling of McLoughlin's adventures among the Zulus The Dial will be glad to print it.

The *DeKalb,* now the *Mount Clay,* signed two other Morse men as members of its crew. These were W. J. Williams, of the Outside Machinists, who took a step upward in accepting the rating of deck engineer on the United American liner.

Dan Kenney, of the Pipe Fitters, was the second man to join the ship, he taking the position of junior engineer.

Tuning Up Trip Enjoyed

(*Continued from Page 4*)

ers' Radio Service, Inc.; Dr. B. A. Hall, ship's surgeon, *Mount Clay;* C. W. Hall, Marine Castings; J. B. Fergusen, chief inspector and A. H. Erickson, inspector.

Considerable interest was manifested in a demonstration of the Rich fire-detecting system. Smoke from waste set on fire in one of the holds soon appeared from one of the vents installed in a handsome walnut cabinet in the pilot house on the bridge and officials in charge showed how live steam could be turned into the hold affected from the bridge, thus obviating the necessity of risking life by requiring a search for the seat of the fire, to say nothing of the saving in time, which might also mean the saving of the ship and all on board.

A moving picture record was made of some of the most picturesque incidents of the trip by William Fox, of the Twentieth Century Film Service, and other news service photographers also were aboard.

Most of the guests visited the radio house on the *Mount Clay,* and listened in on the wireless telephone equipment installed for the occasion in lieu of the complete wireless telegraph outfit which was to be set up before the vessel made her first trip to Europe.

It was the first time many of those present had heard wireless telephone conversations and they were surprised to hear the clear and distinct enunciation of the various operators whose voices were thus caught out of the air. Stations at Rockaway Beach, Valley Stream, L.I., Jersey City pier and one at some point in Pennsylvania were heard from, one of the conversations evidently a press message having to do with the lost balloonists whose fate was so long in doubt.

The *Mount Clay's* radio service is in charge of Edmond D. Becker, chief operator and Frank Heinfling, assistant, who between them have command of nine languages.

DeKalb Is Renamed *Mt. Clay*

RENAMING of the steamship *DeKalb,* the former German transport, refitted in the Morse yards, as the *Mount Clay,* is in line with the newly announced policy of the American Ship & Commerce Navigation Corporation in adopting the prefix "Mount" for its present fleet and any future vessels it may acquire.

The eleven vessels at present owned by this company are to be allotted the following names: *Mount Clay, Mount Bliss, Mount Brace, Mount Bowdoin, Mount Seward, Mount Sheridan, Mount Sherman, Mount Sherrill, Mount Sidney, Mount Sterling* and *Mount Summit.*

Mac Always On The Job

AT the suggestion of Fire Chief Myers, A. B. McLellan (7418) the North Building carpenter, has vacated from the second floor of the North Building, near the Paint Shop, to the fourth floor of the same building, in one corner of the Rigging Loft. "Mac" had maintained his carpentry headquarters in connection with the Paint Shop for the past two years.

Employed by this company for the past 11 years, "Mac" has worked in every nook and corner of the yard and office buildings. He is the handy man with the hammer and saw, and emergencies always find him on the job with his tools and his helper. Whether the job calls for rough or finished work, "Mac" can handle it. Furthermore, he will not leave a task until it is completed.

When "Mac" came to work here 11 years ago, he had been employed as a carpenter foreman on the Russell Sage Foundation at Forest Hills. This position he had held for two years.

"I guess I'll go down to the yard and get a job, and then stay there," "Mac" told his wife one day about 11 years ago. He did and he's been here ever since. In that length of time, "Mac" has not received an efficiency slip. He has not had his record marred in any respect. "There's only one reason for that," he said. "It's because I mind my own business, and do my work."

John Kenwell, right hand man to Billy Chambers, in the Outside Machinist's office, called up Otto Spehr, of the Estimating Staff for information about material and prices for a certain job. Among other things he asked: "And how much is that asbestos lampwick?" Spehr hasn't found out yet whether Kenwell was spoofing him or whether some one was spoofing Kenwell. At any rate he wasn't caught napping. "What do yer mean," he asked John, "asbestos lampwick?"

Don't kid yourself that you can rest on the oars—that you can stand still. You are either going ahead or else you are slipping.

Management invariably figures that the fellow who isn't worth advancing—isn't worth keeping.

Band Concerts Enjoyed

THANKS to the ever increasing excellence of our band a notable development of appreciation on the part of the employees is apparent. It manifests itself at the Thursday noonday concerts, which since Thanksgiving day are being given in the Assembly Hall instead of outdoors.

"Last year at the indoor concerts, the audiences were noisy and restless and would be content with nothing but jazz, demands for which they would continually shout," says Lieut. W. S. Mygrant, the bandmaster.

"But things are much different this season. We play at least two classical numbers at every concert and these are accorded a most attentive hearing and are heartily applauded. The rest of our programme is of a popular nature.

"These concerts are well worth attending, as all our men are capable musicians, carefully trained and severely tested before being enrolled as regular bandsmen. As a result the Morse band is among the best attached to any corporation around New York."

The services of Bandmaster Mygrant and his men are in increasing demand. The band participated in a big political parade two days before election and in a noonday rally in behalf of St. John's College at Borough Hall, November 22.

The Brooklyn Boy Scout parade early in February is another outside date.

Lieut. Mygrant trained the chorus of employees' children for the fine program of popular songs prepared for the Christmas festival and the orchestral section of the band is furnishing the music for the forthcoming minstrel show of the Morse employees.

Think It Over, Mr. Pessimist—

THE United States has only 6 per cent of the population of the world and only 7 per cent of the land, and yet we produce:

20 per cent of the world's supply of gold.
25 per cent of the world's supply of wheat.
40 per cent of the world's supply of iron and steel.
40 per cent of the world's supply of lead.
40 per cent of the world's supply of silver.
50 per cent of the world's supply of zinc.
52 per cent of the world's supply of coal.
60 per cent of the world's supply of cotton.
60 per cent of the world's supply of copper.
60 per cent of the world's supply of aluminum.
66 per cent of the world's supply of oil.
75 per cent of the world's supply of corn.
85 per cent of the world's supply of automobiles.

We also refine 80 per cent of the copper and operate 40 per cent of the world's railroads.

Before the war, we owed nations five billion dollars. We have not only paid this debt, but foreign nations now owe us ten billion dollars. We now hold the largest gold reserves of any nation in the world.

United States troops, backed by good United States brains and grit, delivered the "knockout" blow that ended the war. Don't you believe that we can successfully solve all of the problems of peace?

Some bosses are like rubber bands. They stand for a lot of "stretching" and then suddenly they break under the strain and bang goes the "snap" job.

Among Our Old Timers

One of Mr. Morse's First Helpers

WHEN taking tally of the "old timers," in our yard we cannot overlook John Connelly, of the Blacksmith Shop. He has been a blacksmith's helper since 1877. He has been with the Morse yard since it began and with its chief long before that. When Connelly went to work in the old Jones and Lewis blacksmith shop in 1880, Mr. Morse was foreman there. Connelly tended fire for Billy Inch, a blacksmith who now owns the "Widow Chapman's Place" on South Street. In addition to being foreman, Mr. Morse worked at the other fire. There were only two fires in the shop.

"Work was work in those days," said Connelly as he talked it over the other day. "Everything was hand power, and when you got tired hauling the hammer rope, you worked the bellows for a rest. I was still a growing boy, about twenty, I guess, but I was counted a pretty good helper, and Mr. Morse promised me $1.75 a day to start. When the paymaster came first payday, he looks me over and said, 'That boy ain't worth $1.75 a day.' Mr. Morse said he'd promised it to me, and he wanted me to get it. I got it, all right."

Jack Connelly

When Mr. Morse started for himself on 26th Street, Connelly went with him. His first hammer there was tied to a post. He hauled on the rope until the hammer was up and then let it fall on the anvil. "I couldn't shape up with that thing now," says Connelly. "I've got so used to the steam hammer that I can tell just what the blacksmith is doing, and how many strokes it will take to do it."

Connelly has worked under every foreman blacksmith employed by the company except one—McKay. Connelly missed him during one of the wandering spells which have taken him into nearly every blacksmith shop in this part of the country. But he always comes back to Morse's. He speaks warmly of the man he has worked for, off and on, for more than forty years, and tells a story on himself about a raise in pay he got once in the Morse yards. It was in the early days when $1.75 a day was top for helpers, and blacksmiths got $2.00 and upwards. Connelly got a raise one week—but let him tell you the story:

"I didn't know the blacksmith I was working for was getting only $2 and like a fool I goes and tells him about my raise. 'I'm getting $2 now,' I said. The blacksmith went clean up in the air. 'Is that so,' he says, 'then I've got to get more.' I asked him not to go after it for a week or so, so that the office wouldn't know I had talked about it, but that blacksmith goes right after the boss the first time he came by. I felt pretty cheap, figuring the boss would think I couldn't keep anything to myself. But he didn't say anything to me about it, and the blacksmith got his raise.

"Wages have gone up some since then," continued Connelly, "and yet I don't know that I couldn't live better then on $1.75 a day than I can now on what I get. In those days you could get a furnished room for a $1.50 a week, chuck steak at three pounds for a quarter and whiskey at five cents a glass. And it was a sight better whiskey than we pay fifty cents a glass for now."

Old Employee Passes Out

WITH the death of Henry Fette, an employee of the Morse company for fifteen years, and one of the veterans of the dry dock gang, there disappears from the yards a fellow-worker whose record for faithful attention to duty is unimpeachable. He was 52 years of age.

Mr. Fette, after ailing for some time, was forced to quit work November 3, and underwent a medical examination which resulted in a diagnosis of tumor on the stomach. On being operated upon at the Post Graduate Hospital, it was found that the trouble was cancer. He failed to recover from the operation and died November 30.

Mr. Fette is survived by Mrs. Fette and a son, Ernest, who is employed in the Laborer Department here.

The sympathy not only of Mr. Fette's associates at the dock but of the entire working force in the yard and office is extended to the bereaved family. A delegation from the Dock Department attended the funeral and a floral tribute was sent by the Association.

The legacy of bluffing is the termination slip. *Bluff* may get by for a week, but *Stuff* wins in a Marathon.

Use Of Armory Not Feasible

THE following communication from Captain E. T. Fitzgerald, Second Battalion, N.M., N.G., to Edward J. Hannavin, secretary of the Employees' Association, explains itself:

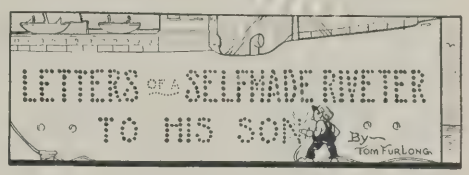
"Sir: After long and careful consideration I am compelled to take negative action on your request of the 15th inst. regarding the use of the Armory for certain nights each week by the members of your Association.

"I find that it would be impracticable to set aside certain evenings each week for outside organizations to use this Armory, as it would interfere greatly with the work of this organization, and would cause considerable dissatisfaction amongst the members, and justly so.

"In this connection permit me to say that if any of your members may wish to enlist in the Naval Militia and enroll in the United States Naval Reserve Force, we would only be too glad to welcome them, and they would have all the privileges accorded to other members of the Battalion.

"Again regretting my inability to comply with your request, I remain," etc.

How a rocky path does enjoy an encounter with a tender foot!



MY dere Sun Mickey, I take my pen in Hand oncet moar to let U no the Boys in the Yard still remember U. They wuz all soapin it up 4 x-Mas & i got My shair. I bot A laveleer 4 yore sister with a gold chane on it & A toole Chest 4 little Patsy & A bbl. of potatoes & A kuppla hams & A tun of kole 4 yore Muther.

They had a raffel in the Plate shop 4 Turkees & sevral of the Boys 1 Turkees & i 1-1-2.

Little Dick Rodier tolled Joe Hagen he wuz gonna get Married & ast Joe did he no a Parson & Joe sed Sam Olsen wuz the best Man he knu 4 tyin nots.

Johnny Nallin lives in a big Department House now & he wuz kumin hoam frum a meetin uv the Mick's Nuts early 1 morning, when he sees a guy layin in the hall full uv "medisinal purpusses only" & John tuk him up 2 the Top flore & sor A dore open & He chuckt the guy in the room & shut the dore. John went down stares agen & sor A Nuther guy layin in the hall & he tuk Him up Stares & chuckt him in the room. So John went down stares agen & this time he sees a Nuther guy layin on the flore under the weather & John takes him upstairs & opens a dore & chucks the guy in. Then John beats it down stares agen & when he sees A Nuther guy layin on the flore in a Comma Toes condition he got soar, but he started to do the good Sam Aritan act agen when this guy hollers blue blazes & Johnny Warren's brother witch is a Kop sticks his head in the hallway. The guy lamps the Kop and sez, "Hey, Officer, grab that guy, his name is John Nallin & he's bin doin nothin the last haff hour only carry me up to the top flore & chukin Me down the air shaft." John swares he aint gonna taik in no moar of the Mick's Nuts meetings.

Blackie the Snapper got a peace uv steel in his i 1 day & Alek Lippman, the ship Fitter, tuk him up 2 the Yard hospital. Miss Jensen gave Blackie sum medisint 4 his i. On the way bak to the plate Shop Blackie started bak to the hospital. Alek sed, "Wassamatter," & Blackie sed, "I forgot 2 ast Miss Jensen must i taik it B 4 or after meals."

Pete Smith herd Dick Ullman & Joe McGuirk argin 1 day & He sed, "i herd uv the Bull in the China shop, but He aint got Nuthin on the Bull in the Plate shop wen those 2 guys get started."

Tom Cavanaugh was soapin It up & mist his Irish Worlds 4 a weak, so He went 2 a Nuse dealer & ast him did He have Enny Irish Worlds for a Week back. The guy sez, "Gee, they may B good 4 A weak back, but I pre Fer A porous plaster."

The girl wot useta sell ice kream in the Yard sells Charlet Roosters now. Julius Singer bot 1 1 day & U wood die laffin to see Julius blowin the foam off uv It.

A guy got Fired the Other day 4 smoakin in an Oil tank. He wuz A good 4 nuthin Bum ennyway.

Hoapin U R the saim,
I remain,
Yore luving Father.

Red Hot's new business card reads, "Minstrel Shows Staged and Coached." Why not have them expressed?

Santa Good To Morse Kiddies

OH say did you see, that big Christmas tree—the biggest I guess, that ever could be; and Oh, did you hear that loud, merry cheer that rang from the hearts of the children so dear when they heard Santa's voice so kind and so clear in a hail that brought joy to each girl and boy who received from the Saint a fine Christmas toy?

Well, if you didn't you missed the treat of the old year for the festival at which some 3000 or so children gathered in the Second Naval Battalion Armory was by all odds the most scrumptious Christmas Tree Party the children of Morse employees ever enjoyed. When the afternoon was over the children had many a happy memory to take home with them in addition to the Christmas gifts tucked away under their arms.

Many relatives and parents accompanied the children but unlike last year there was ample room. The committee had secured the use of the naval armory this year to provide room for everybody and do away with the overcrowding which marred the pleasure of the 1919 party.

The building is approximately modelled to resemble the deck of a ship. It certainly carried a deckload of fun on Wednesday afternoon, December 29. On the flying bridge the Morse Band played all afternoon and the party responded to its music and sang. Christmas carols, popular songs and old fashioned ditties made up the long program which Lieut. W.S. Mygrant, conductor of the band, had chosen for the occasion. Much of the success of the party was due to the music and once again Lieut. Mygrant and his band are to be congratulated on their success.

Singing by all the children in unison of Christmas and popular songs led by Harry E. Gold, director of the Association's minstrel show, gave delight to the children themselves and to the grown-ups present.

The setting for the Christmas Tree was complete. The tree itself was the biggest and brightest ever seen, surely. It made one wish that every child in the world could have a Christmas Tree and a Santa Claus like George Drew of the Plate Shop as well. Hailing the children from the fighting top of a mast, 'way up near the roof, he created fun that lasted until the last guest had departed.

Greatly appreciated also were the following numbers by pupils from Mrs. G.W. Rogers' Private Studio for Dancing, 306 75th Street, Brooklyn, for which Mrs. Rogers played the accompaniments:

Dance de Vogue by Laura Schmidters; La Belle caprice by Jeannette Burton; novelty waltz by Kathryn Avitable; La Cleopatra by Ruth Good; Dance de Animato by Mildred Hatfield; An Up-to-Date Girl by H. Hesse; Our Baby by Ruth Smith; Ballet Zephyr by Astrid Hansen; Fleur de Amour by Margaret Wetzel; Poor Butterfly by Pearl Osgood; Floradora specialty by Frances Wemlinger and Evelyn Schmidters.

Another important part of the preparations for the party were the decorations, which transformed the hall into a fairyland of evergreens and bunting. No pains had been spared to fill the great hall with the spirit of Christmas.

There was a lot to see and do. The children were busy all afternoon. Toys and pretty objects to please the eye and tickle the fancy were displayed in booths built of huge building blocks.

From the time that Joseph B. Lowe, of the Employment Department, sang "Come Along to Toy Town," both children and their grown-up guardians entered into the spirit of the party. Every provision had been made for the children's pleasure. There was candy and ice cream to eat, music and fun to take part in, fancy dancing by girls and boys, a prize drawing to keep the little guests on their tiptoes in anticipation, and a present for everybody at the end of the afternoon.

It is safe to say that the Morse Christmas Party was even bigger and better than last year, thanks to the enthusiasm and hard work of the committee, which was under the honorary presidency of Mrs. E. P. Morse. Mrs. M. I. Waterman was chairman of the committee, which comprised Miss Kirsten Jensen, Messrs. Charles Jennings, of the Plate Shop, and J. B. Lowe of the Employment Office. Miss Florence Fenk was again the capable secretary of the committee. A number of other employees gave valuable assistance in organizing and carrying out the Christmas Tree Party.

Funds for the party were provided by Mr. Morse and the Employees' Association shared in the expenses.

As the party was held just as this issue of The Dial was going to press many details are lacking in this story.

The next issue of The Dial will contain pictures and more about the party.

Throughout life it is the small, unexpected, unasked-for acts of courtesy and kindness that give especial pleasure. It is the little gift, the small piece of uncalled-for generosity, that charms, that makes life worth living—and remember, your employer is no exception to the rest of mankind in his appreciation of this.

The day the *DeKalb* came here Dan Kenny started work on her as a Morse pipefitter. The day she left Dan was on her as junior engineer. Good luck, Danny.

Sam Marryatt of the Carpenters looks the class on a Sunday, rolling along on his Harley-Davidson with his helpmate in the side car beside him. Sam has a son who is a credit to the "old man," too.

Sourness spoils men as well as milk.

First—Aid—to—Santa Party.

Candy Packing Bee

ONE of the sweetest functions of the old year was a candy-packing bee in which practically all of the women workers in the Morse organization participated on the evening of December 17. The girls had quite a bit of fun but they worked busily and within two hours after getting started had stowed away 500 pounds of Christmas candy in the huge pile of pretty boxes which were given away to the children at the Association's Christmas party.

Before the packing began lunch was served in the dining room in the Main Office Building and after all had enjoyed the repast the tables were cleared and the candy attended to. Report has it that while fingers were busy tongues also were not idle and lots of fun went with the work.

The candy bee and dinner were under the direction of Mrs. Waterman.

The young ladies of the office force gave willingly their own time to the task of packing the candy boxes and they are deserving of much credit for the splendid spirit of co-operation, a spirit strikingly noticeable through our whole organization. This is the sort of thing that is spreading the Morse name broadcast in the right way.

Something of a flutter in the dovecote was caused by an attempted raid on the sweets—it was not exactly clear just which variety of "sweets" was the attraction—by a raiding party which is alleged to have been led by Mr. Want. Although this attack was supported by Mr. Dempsey and "Gimmesome" Bailey, our photographer, it was repelled without the loss of a single package.

The pleasure derived by all from the social aspect of the gathering made some of those present wish that the girls of the Morse organization might meet oftener. A total of two thousand boxes were filled by the busy workers and the speed with which the task was accomplished again proved that many hands make light work.

Assisting in the work were Lillian Stern, Agnes Flyckt, Edna Rogers, Katherine Keane, Bradford Waterman, Edna Roth, Anna Connolly, Irene Harris, Ella Ryan, Matilda Capper, C. Kingsley, Mrs. E. Stimus, Joan C. Sharp, Marjorie H. Davis, Albert Shandle, Astrid Anderson, Jimmy McGovern, Marion Hayes, Marie Anderson, Frank Savatchio, Krist Krogstad, Irene McMahon, Jane Archiopoli, Peggy Dolan, Helen Whitman, Mrs. Fawcett, Elsie Taylor, Mrs. Waterman, Helen Brett, Margaret Sullivan, Katherine Nieman, Bertha Mazzari, Ronghild Bendiksen, Emily Casey, Dorothea Gatje and Vera Remson.

Regret at being unable to continue his help in the work for the Christmas party was expressed to the committee in a letter from John Beverley, who has not yet entirely recovered from the effects of an operation which he was forced to undergo. Mr. Beverley declared in his letter he never had seen more united and harmonious work than that done by the committee of the previous year and he hoped even greater success would attend the 1920 Christmas celebration.

The Editor's Mailbag

EDITOR THE DIAL. Dear Sir:—As a reader of our highly interesting magazine, I would like to present my views on the present conditions, due to the after effects of the war, in relation to the working classes.

First, I wish to acknowledge that The Dial has always tried to be impartial to either side, and is always willing to help the working classes.

We cannot get away from the fact at the present time that conditions are very bad. What should we do? What can we do? Very much, I say.

There are thousands of men employed in shipyards, not speaking of the other industries. Our commerce has gone back, there are fewer ships being repaired. Repair work has gone to the other countries. Our prices are too high. Hundreds of our good mechanics are being laid off through lack of work. Have we workers been remiss in our duties to our employers?

If so we should remedy that fault at once. When there are no ships in our yards it means no work for us. How can we gain it back? Our employers must submit lower estimates, shorter time to finish the jobs, and better work.

It means for us to give better work and more co-operation to keep the yard agoing. Labor cannot exist without capital. Without ships to be repaired, means the loss of millions of dollars. Do we realize that fact? Then, men, get busy at once and give the best that's in you so this plant can keep you working.

Respectfully,

M. Levy.

After reading the above letter, coming as it does from an employee who realizes the need of greater production, we could not refrain from commenting on it. Elsewhere in this issue we have pointed out many obvious truths in connection with the present country-wide business slumps but right here we would like to say that Mr. Levy is dead right when he states that the situation can be remedied only by a greater output.

This may not be so in other lines but it is so in the ship repairing industry. There are ships to be repaired but this country has got to compete with lower priced labor in other countries. Now the one way to compete with the foreign ship repair organization is to do our work faster and better.

The time element is a very important factor to the ship owner and operator, and if we can do a repair job in ten days that would take fifteen days elsewhere, and do it equally as well if not better, then the shipowner is going to see the wisdom of giving us the contract because the time saved would more than offset the difference in cost.

Now, fortunately, our plant has the best equipment of any ship repair company in the world. It is the most complete and the best managed plant. These are not simply boastful statements, they can be proven by anyone. We here know the truth of them. If we lacked equipment and proper supervision then you workers would be handicapped in your attempt to do a job quickly, but you know that you can count on having the proper tools and machines to work with and the right kind of men to supervise your work. It only remains for you to do that work conscientiously and faithfully, putting in all the time you are paid for and pushing your particular job through to a successful finish.

By doing that and by the proper co-operation or teamwork all along the line, we are bound to win out and dull times will be fewer. Let's pitch in right away and give Old Man Slump a kick in the pants.—

The Editor.

Magnes Olsen

Morse Rigger Does Heroic Act

BRAVERY and good judgment were combined in an heroic act performed by Magnes Olsen, No. 9039, member of our Rigging Department, while employed on a job on the *S.S.Eastern Crag*, a freighter of the United States & Australia Line, which was tied up at the time at the Kerr dock, adjacent to the Morse yard. The accident occurred December 14, at 3.35 P.M.

Olsen was working on the deck of the vessel when E. G. Wintringham, a man of advanced years employed as a messenger by the U. S. & A., stumbled as he reached the top of the gangplank in boarding the vessel and fell from the rail a distance of eighteen feet into the water between the ship and the dock. In falling he struck a pontoon and his head in the rebound hit the string piece of the dock.

On seeing the man fall Olsen leaped to the rail, ran down the plank to the dock and perceiving the victim's hat under the pier jumped into the ice-cold water. As he reached the cap he saw Wintringham come up to the surface a distance of fifteen feet under the dock. Striking out strongly, Magnes reached him before he could sink again, got him on his back and brought him into open water where both were assisted to the dock.

Wintringham was unconscious, but showed signs of life for five minutes after the rescue. The doctor then pronounced him dead and said his neck had been broken.

Full credit, however, is due to Olsen as a life-saver, as but for the contact with pontoon and dock Wintringham probably would have been but little the worse for the fall, in view of the prompt assistance.

Wintringham was a familiar figure at the Kerr dock. He lived at 803 Union Street with his sister and a blind niece of whom he took most tender care. Olsen's home is at 605 52nd Street. After his heroic act he removed his wet clothing in the engine room of the *Eastern Crag*, and went home in overalls and underclothes, the suit he had on at the time of the plunge not being dry. Next morning he found this suit was ruined by the oil on the surface of the water. His watch was also damaged.

Employees' Association Insurance

By Frank McQuaid, Insurance Clerk

IN order to give the members of the Association who are insured in the Association, a clearer understanding of the procedure followed in settling claims those in charge of this work are taking this means of "talking" with you and telling you how it is done so that no possible friction can occur after you are laid up.

First of all it is very important to send a written report of your accident or sickness to the Insurance Clerk at the Employment Office immediately. Of course, this doesn't mean that you should stop to make out a report before going to the doctor, but it means that the report should be in within ten days. Surely that's plenty of time for you, or one of the family or a neighbor or a friend to fill in the short report form and mail it. By doing this you not only help your case along but you protect yourself in many ways.

You are complying with the requirements and your claim cannot be questioned on account of the report coming in late, and also our doctor calls on you and makes an examination giving an estimate of the time you will be laid up. Now if at the end of this time you have not recovered then there must be complications setting in and our doctor makes another visit and if necessary will have a consultation with your doctor. This has often saved men a great deal of suffering. Often our doctor instructs patients how to avoid complications. This is not a reflection on the attending physician but helps him in his work.

Now take the other side of it and look at cold facts. Suppose everyone waited until he was all better to report his claim, the company would have no way of figuring out what their outstanding liability was; that is, how much money they had to pay out for the next month, two months, six months or year.

The law requires them to set aside a certain percentage of the income for payment of benefits but unless they have some way of knowing how much they are going to pay out, they cannot know how much to put aside. If enough was not put away for the coming losses the company would go out of business and it is for this reason the State Insurance Department examines all books to see if enough is put in reserve.

Do not leave your business to some one else to attend to, do it yourself and then you know it is right.

Donnelly's Work Appreciated

HIGH appreciation is being voiced by the Association committees in charge of the Minstrel Show of the spirited poster-ad of the show, reproduced in this issue of The Dial, and also of the three-color design for the cover of the program, both of them the work of Ed. Donnelly, The Dial artist.

Once again, or rather twice again, Mr. Donnelly, has demonstrated that nothing in the way of drollery—be it the most exuberant—can "get by" without his wringing from it the last drop of its funny possibilities. This characteristic feature of our artist's work also is frequently commented upon when his monthly cartoon page is under discussion throughout the yard.

Business dispatched is business well done, but business hurried is business ill done.—*Lytton.*

Let's Keep Hoodlums Out

A REGRETTABLE incident took place in connection with the November meeting of the Employees' Association and one which if repeated will result in the withdrawal of many privileges now enjoyed by the members of the Association.

We refer to the thoughtless attempt several members made to gain admittance for friends who are not Morse employees.

Directors of the Association, through President McGuirk, had announced that with the resumption of indoor sessions for the winter season it would be necessary to restrict attendance to members only.

This was because of the many complaints from different members who found themselves unable to get into the hall and find a comfortable seat. Previously members had been privileged to bring their friends to the meetings but it was found that the hall was not large enough to accommodate the large numbers that turned out. Some of the outsiders made themselves obnoxious and complaints began to come to the Association Board of Directors.

Under the new rule tickets were furnished for the entertainers and all Morse employees were required to show their badges or some other credential.

Captain Miller, of the night watch, had trouble in enforcing the new order. One stranger who tried to pass and had no badge claimed he was employed on the *S.S. Powhatan.* But that vessel, under its new name of *Cuba,* had left the yards the week previous, and was at that time in southern waters. "You must have come here in a seaplane," said Captain Miller as he barred the door.

It was then that several members, acting against their own best interest, threw badges out of the window to friends outside and one especially thoughtless fellow collected several badges in the hall and went outside to distribute them. Captain Miller discovered what was going on and recovered the badges.

Then, as the crowning outrage, some cowardly hoodlum in the crowd hit the captain a blow on the head from behind his back.

In discussing the affair at the meeting later in the evening Mr. Benner deplored the whole matter and said he was ashamed that it had taken place at a meeting of the Morse Association. He was sure the membership would stand back of the Directors in seeing that nothing like it happened again.

Andy White A Benedict

WHEN the wedding bells rang for Andy White, apprentice in the Inside Machine Shop, late in November, his associates in the shop desired to have a share in the festivities. In addition to wishing Andy and his bride happiness and prosperity they clubbed together and bought as accessories for the new home a dressing table for Mrs. White and a handsome humidor for the man of the house.

After two weeks' vacation spent on a honeymoon excursion, Mr. White returned to the yards, for a time being transferred to the outside machine work, "to gain more experience," as Mr. Robbins puts it.

Andrew White's father ranks high among New York ship construction experts, occupying the position of resident engineer of the Italian-American line.

The Deep Babbitt Shop Mystery—Who put the sock in Charlie Weigel's coffeepot?

Acknowledgments

Brooklyn, December 9, 1920.

Employees' Association,

Gentlemen:—My husband and I send our sincere thanks for the generous contribution.

Yours truly,
Mrs. J. O'Brien.

John O'Brien, 3377
Sheet Metal Worker.

November 23, 1920

Employees' Association,

Gentlemen:—Received the post office order and wish to thank you very much. I surely did appreciate it. Am feeling pretty good and expect to be back in the yard in a short while. Thanking you again for your great kindness, I remain,

Yours,
Mr. Harry Bottomly.

December 8, 1920.

President Joseph McGuirk,
Employees' Association,

Dear Sir:—We herewith tender our sincere thanks to you and all concerned for the helpful assistance shown in the hour of our bereavement.

Sincerely yours,
Elizabeth Fette and Son.
Widow of Henry Fette, Deceased.

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418 54th Street, Brooklyn,
December 12, 1920.

President Joseph McGuirk,
Employees' Association,

Dear Sir:—I beg to thank the Association through Mr. MacFarlane for the money so kindly sent to us, and which was very much appreciated by the four children and myself during my husband's illness.

Yours very truly,
Mrs. John Beverley.

Fred Diebold, 19 years of age, an electrician's helper, died of injuries incurred in a fall of ten feet off a ladder on the *S.S.Mount Clay,* Friday, December 17. Diebold's spine was injured and death ensued in two hours after the accident. The youth lived with his father and mother at 257 54th Street, Brooklyn.

Shake hands with Mr. Fales! Austin Fales is the full name of the new foreman of the Pipe Fitting Department. He is a big man physically and a nice genial fellow to meet.

For the last three years before coming to the Morse yard he was foreman of pipe fitters at the Atlantic Corporation yard at Portsmouth, N.H.

Before going to Portsmouth he was for many years at the Fore River Shipbuilding yards and at Bath, Me.

He has established his home, with his wife and son, at 6706 6th Avenue, Brooklyn.

Another newcomer who is welcome in our midst is William Walters, who after serving for eighteen years as assistant foreman in the sheet metal department of the Fore River Shipbuilding Corporation, is serving here under Mr. McCulloch in the same capacity. He expects to be joined by his family here in the spring. Besides Mrs. Walters, there are three girls and a boy, the latter an apprentice in a shipyard. The oldest girl is in the accounting department of the Fore River plant, in charge of the piece work division.

What a crowd there would be in Heaven if people could go on Sunday excursions.

New Fire Fighting Device

SHOULD a fire break out under a pier or so low down on the outside wall of a dry dock as to be impossible to reach because of lack of space between dock and pier, Chief Myers of our fire squad will in the future be well equipped to cope with it.

On making his inspection of the yard immediately following his appointment, the chief was greatly concerned to find that the piers on each side of the dry dock were of concrete and that the space between pier and dock was very narrow.

"If the dry dock should get afire below the level of the pier there would be no way to get at it, until it had come up to the level of the pier," he pointed out. "If the pier were made of timber it would be easy to tear up a few planks, as is usually done in such waterfront fires. But you can't break a hole through concrete—so what's to be done?"

This was done: Chief Myers devised a platform that could be hung by supporting arms from the edge of a pier or dock and raised and lowered accordingly as low or high tide or other factors should require.

Then he explained his ideas to George McLaurin, foreman of the carpenters, and with his assistance such a platform was designed and later built. While long and wide enough to allow half a dozen men to do effective work while standing upon it, it is narrow enough to go between dry dock and pier. The supporting arms slide up and down perforated iron uprights and can be pegged at any height desired.

The platform could be used for any sort of work on the side of a horizontal structure and with the demonstration of its usefulness here may be adopted for fire fighting at all points on the Greater New York water front.

Ben Franklin Modernized

A KENTUCKY manufacturer has the following card hung up in his shop for the benefit of his employees:

I expect every man on the job, in his place and ready to work when the whistle blows.

Watch your work—not the clock. A long day's work makes a long day short, and a short day's work makes my face long.

Give me more than I expect and I will pay you more than you expect; I can afford to increase your pay if you increase my profits.

You owe so much to yourself, you can't afford to owe anybody else.

Mind your own business and in time you will have a business of your own to mind.

It is none of my business what you do at night, but if it affects what you do the next day and you do half as much as I expect, you'll last half as long as you expect.

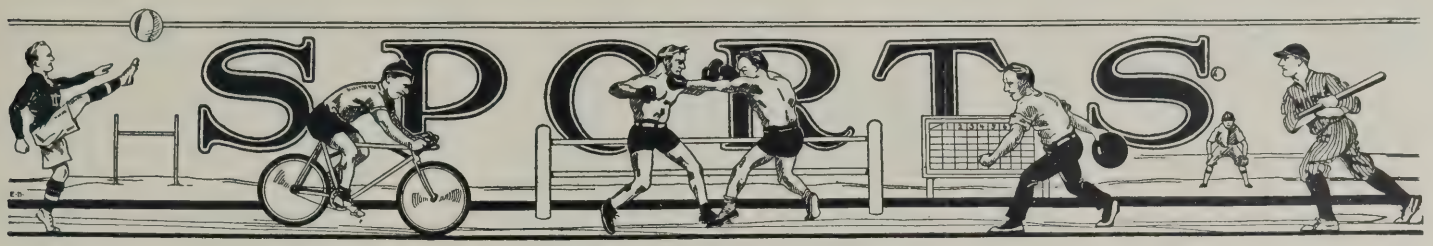
Don't tell me what I like to hear, but what I ought to hear.

Don't kick if I kick; if you're worth correcting, you're worth keeping. I can't waste time cutting specks out of rotten apples.

I expect all of this. What you expect you will find in your envelope pay day; sometimes more.

E. A. MacNiff is a new clerk in the Hull Department. David J. Nelson has been transferred as clerk in the Machine Shop to assist in clerical work for Mr. Gerke, who has charge of contract labor.

Courtesy pays big dividends.



November Boxing Show Good

ANDY CORTEZ and Sailor Brown boxed the star bout at the regular entertainment of the Employees' Association on November 23. Brown, whose real name is Don Urquerdez, won the welterweight championship of the U.S. Navy on December 1, at Madison Square Garden.

The boys put up a wonderful exhibition. The bout was interesting from start to finish as both lads carried a K.O. and were very anxious to put it over. The third round was also the last. Brown fell through the ropes by accident and the shaking up which he got from landing on the cement floor on his back, made it necessary for him to discontinue the bout.

Cortez, a new employee here, is a member of the Association and works in the Electrical Department as a helper. He has been having trouble getting matched in his class and thought it best to give up the ring as a regular means of livelihood, for the time being. Cortez was working his way through the fancy lightweights and was classed with the top-notchers when he ran up against a welterweight in the south and lost his standing.

Andy didn't know his opponent was a welterweight until he got into the ring, but he is no quitter. He went to it prepared for a licking. After four rounds, in two minutes the referee counted the other fellow out.

When Andy got back home he found that the story had got here ahead of him. He couldn't get a lightweight to match with him anywhere after that.

Joe McGuirk, who met him in the employment office and heard his story, was sympathetic and offered to give him a bout at the November meeting and those who saw the exhibition were loud in their praise of Andy.

When his opponent landed in the ropes, Andy, who is short of stature, and therefore obliged to fight in close when an opponent falls back on the ropes, accidentally let loose his sturdy right hand which hit Brown as he was falling. The blow was unavoidable and Sailor Brown showed the right spirit in recognizing this fact.

Andy felt so sorry about the matter however, that he asked for a hearing and explained to the fans that he had not meant to hit his opponent unfairly. He explained his style of fighting saying that he had been trained to fight in close when an opponent fell back on the ropes because otherwise the opponent, given an impetus by the spring in the ropes, would spring back at him with force.

The fans appreciated Andy's predicament and gave his speech warm applause recognizing, as Andy wished them to, that the incident was all in the game.

Stockyard Tommy Murphy, who has been getting Willie Jackson into condition for his scheduled bout with Johnny Dundee, boxed four fast rounds with "Our Own" Joe Daley of the Pipe Shop. The boys furnished fireworks and the bout ended in a draw.

Young Happy of the Hull Department and Joe Bailey of Brooklyn boxed four lively rounds.

Paul (Knockout) Mack, a promising lightweight, easily defeated Young Victor in four rounds.

Burning Shop Gets Trophy

A NEW cup has been added to the trophy case in the entrance hall to the main building. It is the championship trophy donated by Mr. Morse, and won by the Burning Department this year, for the department winning the most points in the athletic contests at the annual outing.

It is a very handsome cup and general satisfaction was expressed with it when it was exhibited at the November meeting of the Employees' Association.

The cup is of silver, fourteen inches high and stands on an ebony pedestal on which is mounted in silver the figure of an athlete. On the broad bowl is inscribed:

"Departmental Trophy, Donated by E. P. Morse, Sr., to be Competed for at the Annual Outing of the Employees' Association of the Morse Dry Dock & Repair Company."

On the reverse side of the bowl will be inscribed the names of the departments winning it from year to year. "The Burning Department, 1920," is the first inscription on that side of the cup. Harry Anderson of the Carpenter Shop was named as a committee of one to procure the cup. The delay has been due to the fact that another cup had been selected but the manufacturers made a poor job of the engraving work and the Association refused to accept it and placed an order with another concern.

New Boxer Joins Us

JOHN HEPBURN of the Hull Department comes to the Morse yards from Scotland with a good reputation as a boxer, a reputation that he well sustained in matches at Boston and Quincy, Mass., where he has lived since coming to the United States with his wife and two children.

Hepburn, who fights at 126 pounds, stands ready to meet any man of his class at the next Association stag.

While at Greenock in Scotland, John held the title of Scotch featherweight champion. While still on the other side he learned the American style of boxing, having been coached over there by the brother and manager of Charlie May, who was the 126 pound champion of Philadelphia.

"No fair-minded sport can have anything but praise for Johnny Hepburn, the Fore River iron man," says a Quincy sport writer. "They might make better boxers, no doubt, but they don't make them any gamer than this young man."

John Hepburn

With the Pin Boys

WITH the Employees' Association bowling tournament still in the season's early stages it appears that the race is narrowing down to a contest between the Carpenters, Timekeepers, Main Office and Pipe Shop teams.

The men of the hammer and plane were still in the lead when The Dial went to press, with the Timekeepers close behind.

The standing following the session of Monday, December 13, was as follows: Carpenters, won 10, lost 2; Office, won 8, lost 2; Timekeepers, won 9, lost 3; Pipe Shop, won 7, lost 5; Inside Machinists, won 6, lost 3; Coppersmiths, won 6, lost 6; Dock Hands, won 4, lost 6; Hull Department won 2, lost 6; Riggers, won 3, lost 9; Plumbers, won 3, lost 9; Outside Machinists, won 1, lost 7.

Also on December 13 Amundsen, of the Carpenters, held the highest individual average, with 182 and Henry Rochelle the highest individual score, 220.

On Monday evening, November 22, the Main Office team was marked late by the Timekeepers to the tune of 778 to 752. Jack Gannon led the Clockers, ringing up a score of 191 while Cy McLaurin led the Pen Wielders with a total of 170. Day, Fisher and Martinez made up the rest of the timorous Timekeepers' team, while Rose, Taylor, Mead, Cy McLaurin and Henry Rochelle made up the peripatetic Pen Pushers.

The Timekeepers then added another game during the absence of the Hull Department team and on assembling the timecards had tabulated a score of 656.

The Office team also annexed a game due to the Hull Department being absent, scoring 809, 192 of which Rochelle gathered to his arms.

During the same session the impregnable Carpenters got a win by a shaving of 10 wooden babies from the Inside Machinists, —Carpenters, 809; Inside Machinists, 791. R. Amundsen was in great form when the whistle blew and adze 210 points to his average, while Harry Anderson squares himself by levelling off 160 pins.

For the Micrometer Manipulators, F. Ulsamer turned off 189, while Cassel was a thousandth of an inch behind him with 188. For the Carpenters Tom Smith, Cullen, Geo. McLaurin and Harry Anderson helped Amundsen scatter the sawdust, although the Interior Mechanics had a Lock on the alley, aided and abetted by E. Ulsamer, G. Froberg, F. Ulsamer and Gassell. The Carpenters easily chiseled the game away.

On November 29 the Timekeepers and Pipefitters annexed an extra game each, owing to a forfeit by the Hull Department. On the roll off the Timekeepers made 656 and the Pipefitters accumulated 763.

The Timekeepers copped a game from the Coppersmiths, 759 to 700. Timekeepers Sharkey and Gannon sent them down the gang plank for scores of 202 and 168 respectively, while Fisher, Day and Martinez helped take their numbers. The Smithies put up a good fight and might have won

with a blue print, as few of their spheroids went down the scuppers.

On the same date the prosperous Pipefitters pleasantly plodded pennantward by lowering the Dock Hands' aspirations in six sections. O'Dea and Ordemann put a steam line down the shaft alley for scores of 164 and 147 respectively while Kelly, Carr and Lohsen stood by to stop up the leaks 648 pins. The 30,000 ton beauties comprised Lutz, Knight, Kelly, Fox and Lansing, who had the handling of the blocks and ropes, but found the gallant Pipefitters' craft too heavy to dock.

On December 6 the Hull Department again failed to materialize and they forfeited a game each to the Carpenters and the Outside Machinists. The Woodworkers amputated the atmosphere to the extent of 770 pins, Cullen, high man, upsetting 185 wooden babies and Geo. McLaurin ejecting the lignum vitae spheroid down the new wood for 156 pins, Smith, Anderson and Amundsen also planing off the cedar driveway.

On the Outside Machinists' roll off Quirk was the ace, driving the pellets down the alley like a piston rod in a broken cylinder for 190 pins, with Martinez, Devine, Turner and Cassel accessories after the fact, bringing the Exterior Mechanics' total up 698 pins.

On December 13 the Plumbers forfeited a game each to the Timekeepers and Riggers, the Clockpunchers accumulating 674 pins and the Riggers hoisting their total by 662 pins.

The Riggers then entered a controversy with the Ding Ding Guardians and put a half hitch on the Timekeepers' championship aspirations while the clocks rang up 705 to 674 in favor of the Riggerinos. Ames, of the Riggers rolled 165 while Waller, Hollins, F. Carlson, and O. Carlson tied a few knots each. Martinez was high Ring-a-ding with 145, followed by Fisher, Day and Sharkey, and Jack Gannon, who, having worked the day before on the *Dante Alighieri* was off his feed and rolled only 129.

The Copper Shop then proceeded to beat the Carpenters into shape and after applying a little heat found them quite malleable, defeating the Saw and Plane Artists, 638 to 473. Coppersmith Lansing coppered Smith's dandies by copping 164 pins, with Rieke, Loeffler, Hayes and Farrell materially assisting. Cullen, Bresnan and Anderson knocked the knots out of the new wood for the Carpenters with scores of 178, 175 and 120 respectively.

The Coppersmiths, thus encouraged, proceeded to pickle the Peerless Pipefitters' pennant probabilities and bent their elbows to a defeat for the Macaroni Benders, 570 to 554—only a short length. Coppersmith Lansing increased his production this time, 180 pins, his accomplices, Loeffler, Hayes, and Farrell gathering in the remainder. The Pipefitters' high man was Ordemann with 155, while O'Dea, Carr, Davis and Searing threw an assortment of tees, ells, and 45s down the alley for a total of 554.

The Pipefitters then vented their spite on the Carpenters, Mike O'Dea measuring the hand rails for 160, with Slim Carr wrenching away 126 without the aid of a two-foot, and Davis, Ordemann and Searing laying out the job for 603 pins. The Karpenter Kids kicked 442 out of the sawdust, with Cullen, Anderson and Bresnan mortising out 180, 162 and 100 respectively.

On December 20 the Office team and the Inside Machinists played bowling and the Hull Department, the Plumbers, the Dock Hands and the Outside Machinists played

Seeking Bowling Honors

Top Row—Judd, Weldon and Brill; Bottom Row—Crowley, Shortman, Quenzer.

forfeit. The Office team and the Inside Machinists gained two games each thereby. On the first roll the Boys from the Front Entrance gathered in 832 pins, Henry Rochelle soliciting 210, while Taylor put in a requisition for 190, and Johnson, Rose and Mead adding 166, 155, and 111 respectively to the treasury.

In the Office team's second game the Ink Slingers ejected the pellets for 781 pins, with Taylor, high boy, with 188, and Johnson, Rose and Mead meandering behind, Rochelle negotiating only 159 on account of missing the *Say When.*

The Inside Machinists' first game netted them 782 pins, E. Ulsamer leading with his calipers on the ball for 170 pins,while Lock put the set screws on the spheroid for 169 pins and F. Ulsamer, Froberg and Cassel tooled off 146, 145 and 152 respectively.

In the Interior Mechanicians' second game 771 points were added to the Micrometer Manipulators' total, F. Ulsamer disturbing the equilibrium of 203 pins, while Lock, E. Ulsamer, Froberg and Cassell added 145, 148, 134 and 141 respectively to their totals.

Jack Gannon of the Timekeepers claims he rolled 305 in the alleys on board the *Dante Alighieri.*

Robert Duke and Jack Oliver, crack handball team of the Outside Machinists who have beaten all comers in the noon-hour games in the "court" between the Plate Shop and the North Building, are seeking further glory. They challenge any player or players in the yard, for fun, money or marbles.

Joe McGuirk found a way to break into pugilistic circles by getting Frankie Fay an interview with Tex Rickard, the wizard promoter of sports. We can now expect to see Frankie right where he belongs with the leaders in the bantam class.

Johnny Lavine, for five years employed in the Pipe Shop, has dropped his tools to take up the mitts, as one of his old shopmates remarked. We all wish him success.

Fisher, Day and Martinez are consistent bowlers for the Timekeepers. As yet they are only in the "other rollers were" class, but they bring the average up at that.

Outlaws Spurn Challenge

THERE'S quite a story connected with this picture. All but one of the individuals seen in it are members of an outlaw bowling team which came forward with many and sundry challenges during the first part of the bowling season and threatened to clean up on the regular team which represents the Timekeeping Department. The regulars by the way are tied for second place in the yard tournament.

The outlaw team originated as a practice team for the regulars to work out on. The outlaws became inflated however with the idea that they could outbowl the regulars and they issued a challenge. The challenge was quickly accepted and the terms provided for a thirty pin handicap for each man on the outlaw team, making a total handicap of 150 pins per game, or 450 for the three games. The wager was $1 per man.

The outlaws succeeded in winning the match by 62 pins and ever since, so the regulars say, they have been hollering their heads off. All attempts to arrange for a come-back have failed and the regulars hereby issue an open challenge to them under these conditions: Three games to be rolled and to the total will be added 450 as a handicap, the wager to be the same as previous. The outlaws, up-to-date, have refused to accept this challenge. The original outlaw team comprised Brill, Weldon, Judd, Crowley and Shortman.

Quenzer, whose picture is shown above was not on the team. Crowley and Shortman have since left the company but we are informed that this has nothing to do with the refusal to meet the regulars again. Perhaps the real reason is because the challenge came around Christmas time and the loss of the $1 would have impaired their purchasing power.

Frankie Fields A Comer

ONE of the Pipefitters in our yard has recently acquired considerable fame locally as an able exponent of the fistic art. At our monthly stags this youngster, Frankie Fields, has shown his wares creditably and to the appreciation of all the Morse employees and their friends.

An aggressive, though clean and manly fighter, young Fields shows promise of becoming one of the leaders in his class.

During the war Frankie was a Chief Machinists' Mate in the U.S. Navy and did considerable boxing with the Atlantic fleet, winning the fleet heavyweight championships of 1918 and 1919. Since his return to the yard he has met and defeated such boys as Frankie Carpenter, Battling Reddy, Irish Jack Smith and Frankie Sullivan.

Fields is of a quiet disposition outside of the ring and has won all his battles in a clean cut, aggressive manner.

He is under the managment of Jim Kelly, of Brooklyn, who is handling Frankie in a capable manner.

Frankie has been employed in the Pipe Shop since before the war and has frequently taken part in Association entertainments.

Wilson Alexander Fields, Frankie's brother, better known as "Al" Fields, who won first prize in the boxing tournament given by the Employees' Association last winter, has signed a life contract with Miss Margaret Martin. His many friends in the yard extend to him their heartiest congratulations and wish him and Mrs. Fields a long, happy, prosperous married life.

A MORSE PLAY

By E. E. Donnelly, Dial Cartoonist

TUT-TUT-BROTHER NOT SO HEAVY"
"DO-RA-ME-"
"GREAT STUFF EH?"
"WELL— I'VE SANG MY KID TO SLEEP SO OFTEN, THAT THIS WILL BE SOFT PICKING FER ME, SHAKE IT UP JOE."
HARRY GOLD COACH.
JOE LOWE
FINNERAN
REINHARDT
BALLENTINE
ON THE TRYOUT LINE FOR THE MINSTREL SHOW
"MORN'IN MISS GLOECKER"
GO
"WHY— GOOD MORNING OFFICER"
OUR POPULAR PAY-ROLL PANSIE TAKING HER REGULAR SUNDAY MORNING EXERCISE THROUGH PROSPECT P'K.
"ALL RIGHT, BOYS, I TAKE YOU TO SEE DA PUDDLE DOG TO-NIGHT"
"BRING ALL THE BOYS DOWN TO-NIGHT CHARLIE"
JOE FRANK
H. CALLAHAN
CHARLIE PETERSON-DOCK HAND INVITES THE BOYS DOWN-TOWN TO SEE HIS POODLE DOG.
M D D & R CO.
"WELL, I SEE WHERE I GO BALD RUBBING MY DOME ON THAT ROOF"
"I'LL TELL YER WITTE, THEY GOT TO MAKE THIS HANG-OUT LARGER OR I'LL HAVE TO REDUCE."
WITTMAN & WITTE LOOKING OVER THEIR NEW QUARTERS
"ARE YOU MARY CHRISTMAS"
O-O-O-O WHAT A NICE SANEE CLAUSE"
"THANX LADY"
"NEXT-"
"MUSIC WITH YOUR MEALS, BOYS"
WHISPERING
TOM CAVANAUGH ON THE JOB DURING NOON-HOUR.
MRS. WATERMAN CHAIRMAN
MRS. E. P. MORSE HON CHAIRMAN
LEN HAGER
ED. HIENES
"HERE THEY ARE, — BOYS" OUR TWO SOFT-SHOE DANCERS OF THE DRY-DOCK, READY FOR THE MINSTREL.
"AT THE KIDDIES XMAS TREE PARTY"
ALL RIGHT BOYS PACK UP FOR PROSPECT HALL!!"
"HEY- CLANCY PLAY SOMETHING IRISH FOR A CHANGE WILL YA"
"WELL, WELL, I GOT SOME BUNCH OF ACTORS HERE, — I'LL SAY"
BENNER
"HEY, IS THAT NATURAL TATLENT FELLOWS?"
McQUAIDE
"ALL RIGHT CLANCY YOU CAN REPORT ON THE 22ND"
OUI MARIE
OUI MARIE
MYGRANT
"C'MON BOY A LITTLE JAZZ"
CHIEF MYERS
"LOOK ME OVER BOYS, GUESS I'LL MAKE THAT SHOW. EH!! SPEED UP — CLANCY"
"NO- THERE IS'NT A RIOT GOING ON HERE, — JUST TWO OF THE BOYS TRYING OUT THEIR FORM FOR THE MINSTREL SHOW — NO, IT'S ALL RIGHT, DON'T SEND THE POLICE."
LOWE
DOUGHERTY
COSTELLO
CLANCY
PLUNKETT
— INDOOR SPORTS —
"NOON-HOUR IN THE EMPLOYMENT OFFICE"
E. DONNELLY

Other Feats of Endurance

IN discussing the faithful work done under disagreeable conditions on the *S.S.Caloria,* oil tanker, Foreman James MacFarlane of the Burning Department recalled other remarkable exhibitions of endurance shown by some of his men.

On more than one occasion, he says, they have stuck to their burning work under conditions of cold so severe that although about 18 inches from a worker's hand would be a flame giving thousands of degrees of heat, yet icicles would be hanging from the same arm. After seeing these men stick through such tests Mr. MacFarlane says he has tried to stick by them and to secure for them a good deal in return in the way of steady work and fair wages.

Wallace Livermore, snapper for the wood caulkers, has the prize auto outrage story of the month. His little five-year old son, Daniel Joseph, who always has been in delicate health, stepped out from behind a farm wagon near his home at Seaford, L.I., in front of a car that in the dark appeared to be standing still. It was moving at slow speed and struck and dragged the little fellow fifty feet. Luckily the wheels failed to pass over the child, who was extricated by his brother Wallace. Then the coward in the car turned on full speed and disappeared.

The boy's face and finger were lacerated and besides being badly bruised he suffered severely from the shock to his nervous system.

Enoch Franzen, Machine Shop snapper, is still waiting for his "B.R.T." hat which Ritchie promised to get for him awhile ago. Ritchie says that they only make those sizes in Sweden.

Stanley Anderson, Machine Shop clerk, who hails from Jamestown, N.Y., where the inhabitants bark at trains, is a hound at taking inventory. One item reads: "2½ tons of stuff laying around the floor."

C. Kues, the Machine Shop tool-room man says that a Hull Department man came up to him and asked for a 5|8 drill. "How long do you want it?" inquired Kues. "Oh, about twenty minutes," said the man from the Hull Department.

K. King, assistant to Chas. Kelly, the Inside Machinists' receiving clerk, says that all pattern-makers are Irish because they cast a shamrock on all furnace doors.

Otto Rochelle, Inside Machinist, has at last arisen from the ranks. Every day several letters come to him addressed as Super. And yet, he says that the *Montserrat* crank-shafts are for the yard flivvers and that it would be a hard job to bore out a smoke-stack. How do they get that way—"Super?"

Robbins, Machine Shop foreman, keeps a daily vigil noon hours on incoming steamers going up the bay. He's hoping that a sketch book which he ordered 12 weeks ago may come in from Sweden any day.

Enoch Franzen and Gust Froberg, the Hercules and Samson of the Machine Shop, were watching a steamer pass down the bay one noon-hour with the name *Ohio* on her bow. "That ban a ver' funny name for a ship," said Gust, "the O-H-Ten."

Two New Comers

CHANGES in the office of Superintendent Hallock during November included the induction into the Morse service of John T. Wiseman as an inspector.

Mr. Wiseman, who attended the Massachusetts Institute of Technology, has been for the last three years with the Atlantic Corporation at Portsmouth, N.H. serving under the United States Shipping Board as chief draftsman and assistant chief engineer. He is married and has one child.

Bill Robbins, Jr., lathe hand in the Machine Shop went after ducks along with Brown of the gallery but came home with full cartridges and wet feet only. Bill says that they fly too high and he's building a flying machine in his back yard to fool them.

Ernie Hahn of the Outside Machinists says that while an ounce of prevention is worth a pound of cure, a pound of "watch your step" is worth a ton of "don't giveadam."

Bill Danson, the beltman in the Machine Shop, wears something on his head which he alleges is a hat but which looks more like a piece of the belt-lacing he uses.

B. Boehme, inside machinist, the man with the smile, had a hard time fathoming out the intricacies of Machine 104 the other week but young J. Kelly, the helper, came along and succeeded with a button-set.

Hughie McQuillan, Machine Shop, who used to be the Yard Restaurant's only rival, told George Ash, the drilling-press man, that he also believed that nothing was lost if you knew where it was. Ash then softly told him that he had dropped Hughie's coffee-pot overboard.

There are pies and pies; printer's, moving-picture, apple, etc., but none too fancy for Bob Pira, Machine Shop, who consumes half the output of one pie foundry. They say that the PI—of Pira accounts for it.

A. Matzen, the vise-hand and band-man in the Machine Shop says that steady work in the shop roughens the artistic touch in his hands so that he cannot play as he would wish to. Lieut. Mygrant might add a manicurist to the personnel of the band.

When Lieut. Mygrant's *orchestra* came down to the Machine Shop during the Red Cross Drive recently, two carpenter's were heard thusly: 1st Carpenter: "It's a foin 'ostrich' they have, ain't it, Mike?" 2nd Carpenter: "Sh! Pat, don't show yer ignorance, it's not an 'ostrich,' it's a 'Rochester'."

William Ritchie, Inside Machinists' assistant foreman, is highly interested in the people that first followed Moses. He has received daily copies of the Jewish Daily News and several complimentary letters from these people.

A stern-bush in the Machine Shop, which had been wooded with lignum-vitae, attracted the attention of Mortensen and Petersen, the Machine Shop riggers. "What kind of wood is it, John," inquired Martin. "It's Lincoln-Whitenum, Martin, Lincoln-Whitenum."

The Hull Truth

HAVE you noticed the new light and bell in the Plate Shop? The Hull Department fire company has no alibi now. Tom Cavanagh sure does get busy when the bell rings. Cards in a case hanging under the bell show alarm locations and Tom is ready at the door to direct the squad to the fire. He also is in charge of the new switch to notify the Plate Shop men. He gives this a tryout every morning about 6.15. (Oh, yes, Tom thinks he's late if he isn't in at 6 A.M.) One morning recently the early birds thought they had a fire on their hands, for Tom waited until about 6:30 before he made his tryout. They had an awful time restraining Billy Pease from pulling the wagon out of the shed.

C.R.Bushnell, 2982, is back at his work in the Inside Machine Shop after being laid up for nearly a month as the result of straining his spine, on October 15. Paralysis of his right arm was one of the results of the accident and to add to his troubles Mr. Bushnell developed a case of ptomaine poisoning. A sound constitution and expert medical aid finally triumphed and Mr. Bushnell, who never had been seriously ill before in his life and who worked most strenuously through the war period, was warmly welcomed back by his machinist friends.

"The way of the inventor is hard, 'tis said." William B. Chambers, poor soul, worked for twenty long years and was at the point of perfecting a Twentieth Centry Pretzel Twisting and Casting apparatus, when Blooey! along comes Mr. Volstead and ends his hopes and aspirations. Mr. Chambers is now a broken man but to those with whom he was associated, "his bright smile haunts us 'STILL'."

The new smoke mask installed in the Machine Shop recently proved it's worth when—after Greenfield and Turnbull, electrician bosses, searched the whole noon hour for burning insulation, Turnbull donned the mask and traced it to Otto Rochelle's pipe and recovered Bill Ritchie's long lost rubbers.

John McCulloch, foreman of the Sheet Metal Department, who came to the Morse yards from Fore River about Labor Day, brought his family on about the middle of December. Their home is at 901 59th Street, Brooklyn. Besides Mrs. McCulloch there are two girls and a boy. Mr. McCulloch's oldest son is foreman of the coppersmiths at the Chickasaw Shipbuilding yards, Mobile, Ala.

J. Conroy, Machine Shop helper, on an errand to one of the ships in the yard, inquired of one of the crew, who is as Irish as Tom Mulligan, millwright: "Is this the mate I'm speaking to?" "Sure, 'tis not the mate Oi am, but the mon what cooks the 'mate'." Yes, Conroy is sure an Irishman. S. Nelson asked him what the definition of a lake was and he said that it was a hole in a tin-kettle.

A few landlubber visitors were passing through the Plate Shop a few weeks ago and saw through the hand-hole in it a man working inside a boiler. They did not see the man-hole on the opposite side. "Why, Mr. Wiencke," said one, "There's a man inside that boiler." "Yes," drawled Bill, "we allus aims to leave one of 'em in a boiler anyway."

Relief Plan Works Successfully

TOO much praise cannot be given to the Collection Committee of the Employees' Association for the sincere effort it is making to bring relief to those employees who need and deserve assistance.

This committee named a few months ago to investigate all calls for financial aid has gone about its work in a practical and systematic manner and one of the most commendable things about it is the fact that nothing is being done that is not given full and free publicity.

The committee is responsible for the expenditure of such money as is collected, from time to time, from the pay envelopes, to replenish the relief fund.

When this plan was first adopted there was some talk about the likelihood of such collections becoming all too frequent. Nevertheless a majority of the members of the Association voted in favor of the plan and since then several deductions have been made from the pay envelopes, never amounting to more than five cents at a time.

Under the former arrangement many employees in the different departments of the plant were called upon almost every week by their fellow-workers to contribute from ten cents to fifty cents to a collection taken to help some individual who had met with misfortune.

The collection box was a familiar nuisance at the pay line each week and we have been told by many employees that seldom did a week pass when they were not obliged to dig down to the extent of 25 or 50 cents. Mankind as a general thing is generous and the collection box was always a signal of distress which was hard to ignore.

Various attempts were made to regulate the collections but without much success and in time they became a regular thing and were taken up for individuals who were not deserving. A few unscrupulous individuals also took advantage of the situation and began a systematic drive for money which seldom reached those they were supposed to be aiding.

We began to hear stories about men deliberately remaining away from work, and sending word back that they were sick and in need, with the result that collections would be taken up for them. An investigation showed that this was being done frequently and there was one case in which the money thus contributed was spent for the purchase of silk shirts and another case in which an individual owning an automobile spent two weeks riding about and feigned sickness and financial distress when his fellow workers called to see him.

President McGuirk and some of the other officers and active members of the Association, seeking a remedy for the situation, finally called a meeting of the Board of Directors to see what could be done, with the result that the plan now in force was decided upon and subsequently adopted by a majority vote of the employees.

Frank Falconer, William Jackson and John Sweeney were named as a Collection Committee and the good they have accomplished has been amazing. Joe Frank of the Dock Hands, has recently succeeded Mr. Jackson on the committee. Before any assistance is given the merits of every case are looked into. If the individual is deserving of aid it is forthcoming immediately, the money being taken from the relief fund which is replenished as often as is necessary by the deduction of five cents from the pay envelopes.

Up-to-date there have been 8 deductions amounting to $1270 and 30 individuals have been assisted.

This assistance is not given in the spirit of charity but rather with the feeling that an employee is entitled to it by virtue of his membership in the Employees' Association. Hardship has a way of following some men, and no matter how constantly they work, there are times when they need and must have assistance. Membership in an association which sees to it that they get this assistance is something to be valued, and especially when that membership requires the payment of only five cents a week, plus an occasional contribution of another five cents.

That the assistance thus received is appreciated, is shown by the publication each month in our magazine of the letters usually found under the heading "Acknowledgements."

The Collection Committee, as has been said, has had the wisdom and foresight to give full publicity to its activities. Not once has a deduction been made from the pay envelopes but what bulletins have been posted explaining in full to whom the money was to be donated or had been donated.

The Dial has gladly given space to these bulletins in every issue since the committee began its work. Because it did not seem necessary to print the names of those receiving the assistance we have used only the badge numbers; feeling that to do otherwise would be humiliating to those aided.

Since the last issue of The Dial the Collection Committee has reported the following collections and donations.

Donations from the deductions made from payroll for week ending November 16, were as follows:

No. 2051—Handyman in Hull Department, who received an injury on January 8, 1920 on the New Dry Dock, as a result of which he lost his right foot. He has been unable to work since the date of his injury and will be unfit for work for still some time to come. Had been the support of his aged mother and father.

No. 8050—Carpenter's helper and afterwards night watchman in truck garage (29806) injured his knee on March 22, 1920, causing him to be out of work for four and a half months. Night watchman in truck garage from July 26, 1920 to October 4, 1920. October 5 had to go back to Norwegian Hospital for an operation on his knee—still unfit for work. Married, with two children.

No. 467—Outside machinist—injured on October 19, 1920, when he fractured bone of right wrist, out of work over a month. Will be unfit for work for several weeks. His wife is also ill with pneumonia, has eight children, only one of whom, the oldest, a boy 19 years of age, is working.

Donations made from deductions for the week ending November 30 were as follows:

No. 2416 has been out of work for approximately a month, due to an operation for appendicitis, which was performed in the Bay Ridge Sanitarium. He has a wife and four children to support.

No. 5360 of the Blacksmith Department has not been able to work during the last six weeks, as a result of an accident which badly crushed two fingers of his left hand. He has been an employee of this company for the last five and one half years. A wife and four children are depending on him for support.

No. 264 deceased. Three weeks ago the above mentioned employee was taken to the Post Graduate Hospital in New York, where he was operated on last Saturday for stomach trouble. He died November 30, leaving a wife and one grown up son.

A later bulletin says:

The Committee on Collections has authorized the payment of $40.00 to No. 6511 of the Carpenter Shop, who has been home sick since November 1st. The amount referred to was in excess of the payments made at the time of the last deduction from the payroll.

The Relief Committee asks that all claims for help be made through the Conference Board of each department, who submit requests in writing.

November Business Meeting

THE regular meeting of the Association held November 23, was called to order by President McGuirk. All officers were present with the exception of Treasurer Mead, who was unavoidably detained on business elsewhere. The president, reporting for the committee appointed to see if the armory could be secured as a recreation center for Morse workers on certain nights, said the committee had been informed by Commandant Fitzgerald that the matter had been referred to the proper authorities and that the commandant had promised to do all possible to get early action on the matter.

Harry Anderson gave a report on the cup for the Burning Department.

Reporting on the results of the Red Cross drive in the yard President McGuirk said $869 had been raised and forwarded to headquarters.

Harry E. Gold, director of the minstrel show, appealed for volunteer singers. He said 50 had enrolled. Besides the chorus eight soloists and eight end men would be needed. No outside talent would be used.

Mr. Gold then led the members present in the singing of "My Old Kentucky Home," just to show them what good singers they were, as he explained—and proved.

Lessons in Management

THE handling of men, relation of the foreman to men and management, sanitation and safety, and other topics pertaining to practical factory management are being treated of in a course of twelve lectures under the auspices of the Manufacturers' Council of the Brooklyn Chamber of Commerce.

This is a course which foremen, department heads and executives of the Morse plant are urged to participate in. A membership card may be obtained by the payment of dues of $3. The meetings are held every other Monday evening in the Auditorium of Central Branch Y.M.C.A., 55 Hanson Place, Brooklyn. The series began December 6th. Further information can be obtained from Mr. Benner, Mr. Lowe or Mr. Plunkett in the Employment Office.

He Should Worry

Jack and Bill went up the ship
To make a few repairs, sir,
Jack fell down and broke his hip
And Bill came running aft-ter.
To the whistle he flew
And for Falconer blew
To help his comrade in pain
Now Jack's in a sad stew.
All his wages he'd "blew"
And he hasn't a cent to his name.
Says Bill to himself, it's no worry to me
To fall off a ship and batter my knee
Let fate play her part
I've got her beat from the start
For I've joined the Yard Insurance, you see.

Furlong's Follies

A guy told us the Carpenter Shop didn't take any interest in Association affairs. We asked him who had the leading bowling team, who obtained our talent for our meetings, who announced the bouts at our shows, who comprised the Picnic Committee, and if he couldn't think of any Carpenters working for the minstrel show. They may not make a helluva lotta noise, but the boys from across the street are THERE.

* * *

You probably enjoyed your Christmas dinner but didja notice the mince pie didn't have the kick it usta have in the olden days? Or did it?

* * *

It's better to have loved and lost than to be alla time raisin' hell with wot you won.

* * *

When you hear a gink knock our little U.S.A. you give him the razz; when you hear a guy throwing asparagus at the city you live in you put the skids under him, so when you hear some sorehead knock old Morseville, the place you work in, give him an Emma Goldman with one of the Bufords you carry on each foot.

* * *

It ain't the cough that carries you off—it's the coffin they carry you off in. So while it may make you look like a Jack Dempsey to walk around the yard in an O.D. shirt these days, warm clothes and plenty of work to keep the blood in circulation save many a guy from looking as if he wuz hookin jack from Calvary.

* * *

Nineteen hundred and twenty-one years ago a Man and His Father started in on the job of making this a perfect world. Altho it's a grand old world, it's not perfect yet. Could you have done better? I couldn't. So taking it all in all, wouldn't it be good dope for us who live in the best country in that world, under the best government in that world, to give Them a humble hand, give each other a lift when we need it, and make 1921 a year of accomplishments. Happy New Year.

* * *

Capt. Roche met a sailor whose wifie so chipper
Went back to mother with all but the dipper.
Sez the Captain "It's sure a sad fate,
You thought that you signed up a *mate*,
But it seems to me that you took on a *skipper*."

* * *

Driller Harry Dennigan stood on the *Cuba's* deck
He had a dizzy feeling from his stomach to his neck;
Said Red O'Brien, "Harry, hear the rattle of the dishes,"
Said Harry, "Red, don't bother me, I'm feeding these poor fishes."

* * *

Dick Umland and Charlie Lohman met and Dick said, "Hey, Charley, did you say or did you not say what I said you said? Because McEwen said you said you never said what I said you said. Now if you said that you did not say what I said you said, what did you say?" "You said it," replied Charley.

* * *

Smith, White, Brown, Jones;
Uncommon names, I'll bet two bones;
But you can reach 'em on our 'phones,
Smith, White, Brown and Jones.

WHEN this here "Soviet Ark" bunch went over to Russia I says to Dave: "Now, if there's anything in this Sovietism at all," I says, "those birds are going to do the first full day's work they ever did in their lives."

Looks like I had the right hunch. The first time they spots a visitor from the United States, "For land's sake take us back to America," they says. What for? I'd like to know. They wanted Russian Sovietism here and tried to bunco American workmen that they'd be better off if they copied Russia, revolution and all. Uncle Sam sends 'em to Russia so's they could find out all about it. If they don't like it, how do they expect us to want the same kind of thing?

Another thing I notice about Russia. The Soviet government is letting up on the cast-iron rule that everybody gets the same—three meals per, cabbage, soup and black bread, and nothing to spend or save. "Communism" they called it, and the guy that hadn't got sense enough to do a good job got as much as a skilled workman. They figured they'd build up a new Jerusalem on them lines, I suppose. Well, they're changing their tune. When a United States citizen goes in there with a proposition to work up some of the wasted oil fields and mines, he says, "My men won't work on this Communistic system, mind you." "All right," says the Soviet government, "we don't care how you work it, so long as you work."

I'm glad they tried out all that bunk in Russia. There's a lot of fools and loafers in these United States who'll maybe take the tip and stick to a system where a man has a right to what he earns—and can do what he wants to with it.

Want-Ad Column

(This department is maintained for the benefit of Morse employees who have anything to sell, rent or barter. Advertisements are run without charge but they must contain the name and home address of the advertiser.)

FOUND—A bunch of keys, 9 on ring. Can be had by calling at the Employment Office.

FOUND—A small bunch of keys, containing two thin, flat keys bent on the end. Apply at Dial Office.

Promotion is largely a matter of motion.

Joe Whitely, a painter of boats,
On the *Sequoya* was taking some notes;
Now thru cold, ice and storm,
She'll keep good and warm
Coz Joe gave her two beautiful "coats."

* * *

Sez Coppersmith Kelly, "Where do the mermaids sleep?"
Sez Plumber McCarthy, "In the cradle of the deep."
When up spoke Rigger Olsen, sez he, "I had a notion
That they useta retire on the bed of the ocean."

* * *

Clarence Wilson likes vegetable soup, so they say,
And made some in the tool room one wintery day;
He got some potatoes, and parsnips, some fine ones
And then cut some carats off of his diamonds.

* * *

A pipefitter named Robert Kane
Ordered Hamburger steak, but in vain,
Slim Carr, who's quite wealthy,
Said, "Are Hamburgers healthy?"
Said Bob, "Never heard one complain."

* * *

As Mike O'Day goes on his way, you'll hear him softly say, "Toucha Nutteeng! Joosta for da Handarails."

Never mind, Mike, you're always there at the "feenish."

* * *

A pipefitter named Jerry Cleary
Did a job on the *Dant' Alighieri*
Then got chased away
By brave Mike O'Day,
Now he's milkin' cows in a dairy.

* * *

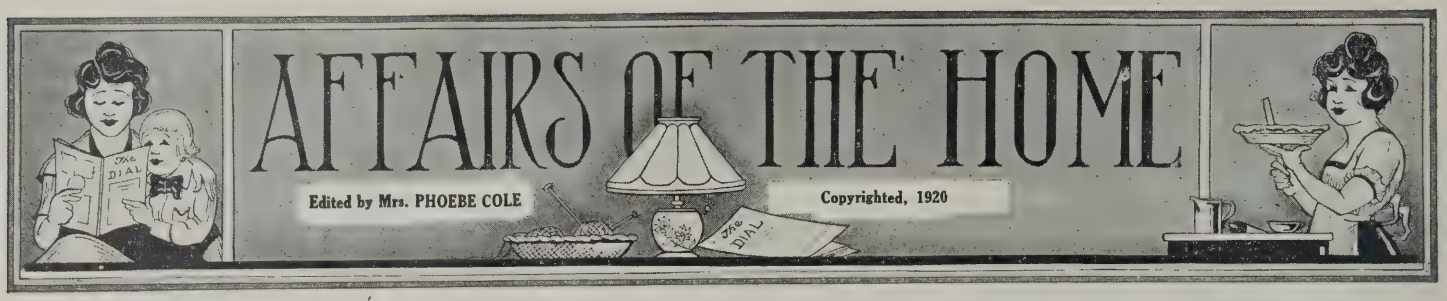
Ryan and Brooksie must both have a "sock"
Coz on Pier 25 they worked "round the clock."
Joe, Barney Martin, McDougal, some bunch;
They worked like the divil, stopping only for lunch.

The Hull Department office has been a popular place noontimes since Tom Cavanagh installed a phonograph, and a bunch of nifty dancers are being coaxed out. Jimmy Hennessy gives an old-time soft shoe dance and of course that sterling dancer, Gene Ryan, is there with bells on. Gene's manager is Walter Johnson. Gene delivered an ultimatum to Joe McGuirk before all the snappers in the office the other day. Unless Joe paid him $5 for a performance he had given at one of the open air meetings Gene said he would sic a lawyer on him. In plain sight Joe put a $5 bill in an envelope and received a receipt from Gene. There was some magic at work for when Gene opened the envelope later all it contained was a blank piece of paper.

"If I don't go to work to-day, I'll go to see a show," said Billy Slow (1404) the other morning. "You go to see 'Way Down East'," advised Tommy Lonnon, "East Lynn, star actor in that show, is great." "You're all wrong," chimed in Monk Umland, "East Lynn is the star actor in 'Two Orphans'." "He is not," retorted Lonnon. "I ought to know," says Umland, "I saw him playing in 'The Two Orphans' myself." "You win, Monk," yells Joe McGuirk.

Look before you leap, don't jump at conclusions.

1—Billy Foley, son of James Foley, Printing Department.
2—Edward M., Anna E., Violet G., and Arthur T., children of Martin Boo, Sheet Metal Shop.
3—Milton August Hines, son of Milton Wm. Hines, Shipfitters.
4—Theodore Rabens, son of Frederick T. Rabens, Coppersmiths.
5—Margaret Kelly, daughter of J. J. Kelly, Pipefitters.
6—Anabell Kelly, daughter of J. J. Kelly, Pipefitters.
7—Blanche Freidman, daughter of S. Freidman, Hull Department.
8—Edward Henderson, son of Joe Henderson, Office.
9—Helen Convoy, daughter of John Convoy, Inside Machinists.
10—Mildred C. Ayer, daughter of F. J. Ayer, Painters.
11—William Kohman, (who drew the sail boat) son of Patrick Kohman, Office.
12—Raymond and Henry Jr., sons of Henry Remuzzi, Burners.



Use or Abuse

THE other day while the writer was waiting for a train at a suburban railway station, she overheard a group of women, who were apparently starting to the city to do holiday shopping, comparing notes on what they meant to buy for their respective families.

"It's just no use to buy any more dolls for Helen," said one young matron. "I don't know how many dolls she's had, wonderful ones, too, some of them terribly expensive. But she just ruins anything you give her in two or three days. By New Years you wouldn't know that any of her Christmas things were less than a year old. She's a terror!" And Helen's pretty mother beamed around at her friends as though she had just confided something very interesting, even amusing, concerning her small daughter.

What she really confessed, (though if her friends saw this point they were too polite to mention it) was the fact that she herself had failed miserably in her duty as a mother, by not teaching her little girl not to be destructive.

Now it may be that the small Helen is a Tom-boy, who despises little girls' toys and would be far happier with a bicycle, or a pair of skiis, or a set of tools with which she could fashion nice little wooden toys and doll furniture for her friends who do like dolls. Perhaps she is trying in her childish way to show her distaste for dolls by ruining them in two or three days. But in any case, the mother is at fault, in never having taught small Helen the difference between *use* and *abuse*.

It is a lesson that every human being ought to learn, and the time to begin learning it is in childhood—yes, in babyhood, for even a year-old baby can be taught, gently but firmly, not to tear the books, newspapers and magazines that its little hands can just pull from the family reading table, not to throw food on the floor, and not to pull flowers to pieces.

Toys, of course, were never meant to be locked away in closets nor stowed away in bureau drawers. Toys were made and bought and given to children to create happiness. But if the child abuses the toy flagrantly, wantonly, the mother should reason with the child, and take the toy away if necessary. Of course the best loved dolly or fire engine gets the most wear, and soon the shining "new" look wears off, which is the natural and proper result of *use*. But a well-made toy does not meet ruin in two or three days, unless the child is actively destructive. And it is *abuse* of toys, books, furniture or clothing that should be carefully and lovingly trained out of a child.

Stop for a moment and consider the many ways in which adults *abuse* things, benefits, privileges, laws. The small boy who kicked the nice fresh paint on the front door of his home and tracked mud all over mother's new carpet or clean kitchen floor, naturally carves his initials all over his desk at school, marks on clean walls, spoils the beauty of every tree he sees by leaving his initials cut forever into the beautiful bark; as he grows older, you can count on him to deface every clean, beautiful surface he sees, to abuse every privilege, to break as many laws as he dares, so that more stringent laws have to be passed. The Prohibition amendment was passed not because many persons drank a reasonable amount of beer or wine and went decently to bed, but because a *few* abused their use of drinks, spent all their money over a bar (so that the charity organizations had to look after their wives and children) and then went out and painted the town red.

Half the people who use parks and beaches abuse the privileges of these public play grounds, so that the other half is annoyed by greasy lunch boxes and papers, empty bottles, scattered newspapers, banana skins, popcorn boxes, peanut shells, bits of food left to draw flies, broken glass left to cut the feet or ruin the shoes of the next person who passes that way. Caretakers of public buildings, such as libraries, museums, railway stations and rest rooms, can tell too many incidents of abuse of these benefits, rather than the proper enjoyment of them.

Of course the real reason for abusive conduct, in regard to things, is lack of thought. The child is naturally thoughtless, until gently trained to treat objects with reasonable care. Of course nobody wants either child or adult to become so prim and self-conscious and careful that he is afraid to be comfortable. Things are made for people, not people for things. But both child and adult ought to be able to have as much happiness in *using* as in *abusing* an object.

If Helen's mother, or her teacher, or her maiden aunt, or *somebody* doesn't get after Helen pretty soon, there is a big chance that she will grow up to be one of the kind of women who let little wads of hair get down the drain of the wash bowl at the office, or who push ahead and just won't wait their turn in the line at a ticket window, or who whisper loudly and rustle caramel papers during the most exciting part of the play or the most beautiful part of the concert. There's no hope for Helen, unless somebody catches her young, and teaches her the difference between *use* and *abuse*.

Variety With Apples

APPLES may be served in ten different ways besides their well known use in making jelly and spiced crabapples. Here are the ten: apple sauce, baked apples, apple short-cake, apple souffle, apple pie, apple turnover, Brown Betty pudding, apple tapioca pudding, Dutch apple cake with lemon sauce and apple dumplings. Besides using apples for cooked dishes, they should be used freely raw, as no fruit is more wholesome and beneficial.

The End of His Perfect Day

ONCE upon a time there was a man who stayed home from work one day because he felt a little "grippy."

"Don't you think you'd better stay in bed and let me bring your breakfast on a tray, dear?" asked his loving wife with solicitude.

"Naw—I'm not really sick—just feel kind of mean," said the husband. So he got dressed and ate his breakfast, and then sat around the house.

From time to time his loving wife cast a thoughtful eye in his direction. From time to time she asked him if he felt any worse. And each time she asked him he assured her that he felt all right, or at least just about the same.

So finally the wife spoke and uttered what was on her mind.

"Now, I wouldn't suggest this for the world, Henry, if I thought you weren't able—but since you say you aren't really sick—I'm sure you won't mind staying with the children while I go and do the rest of my shopping. Now, how do you feel about it?"

"Good idea," agreed the husband. "Trot right along. Don't suppose I feel any worse than you do when you have a headache, and I might as well look after them, since I'm here anyway."

Upon her return from the shopping expedition, the wife received this report of Friend Husband's activities in caring for two small children for three hours:

Opened door for Junior	93 times
Opened door for Dorothy	62 times
Tied shoe for Dorothy	7 times
Stories read to both	5
Stories told to both	3
Stopped Junior teasing Dorothy	11 times
Stopped Dorothy slapping Junior	4 times
Stopped Junior drumming on piano	7 times
Stopped Dorothy drumming on piano	3 times
Put doll carriage out	9 times
Brought doll carriage in	9 times
Mended Kiddie Kar	3 times
Cautioned children about crossing street	14 times
Children crossed street	14 times
Assisted Dorothy to blow nose	34 times
Assisted Junior to blow nose	21 times
Dried Junior's tears	18 times
Dried Dorothy's tears	9 times
Arbitrated quarrels	41 times
Answered questions	103 times
Dodged questions about Santa Claus	428 times
Crackers issued	24
Bread and butter issued	4 times
Drinks issued	16
Telephone calls answered	7
Percentage of wrong numbers	87½
Doorbell answered	5 times

"And now I'm going to bed," said the husband wanly. "And the next time you feel kinda mean, headache or anything, we'll send for a trained nurse if we can't get your mother to come over and look

after those kids. I didn't feel so bad when you went away, but say—I'm all in now, I'll tell the world."

"It's only the first hundred years that are really hard," said the wife demurely. "After that, a mother gets used to it. Anyhow, Dorothy and Junior aren't really troublesome children, you know, dear. Think of Mrs. Jones—she has five children, and they're all so noisy—what do you suppose you'd do with a bunch like that?"

But Friend Husband, poor dear, couldn't answer—he had fainted dead away.

Friction Ignites Gasoline

THE Pennsylvania State Bureau of Mines investigating the causes of some garage fires finds that gasoline can be pumped or flowed so as to cause friction and generate electricity thereby setting afire the gasoline.

In one fire gasoline flowing through a rubber hose generated electricity, part of which was stored in the metal nozzle on the outlet end. When the potential in the nozzle became too high the electricity was discharged into the gasoline tank, and as the nozzle and the tank were not in contact, a spark was formed. Had the nozzle been against the metal lip of the opening into the tank there would have been no spark.

When drawing or pumping gasoline try to eliminate friction. Press the outlet end of the nozzle against the receptacle. Do not let the gasoline drop for any distance, but let it strike the bottom of your can or other container as easily as possible. Friction is caused by continued force.

—*Houghton Pay Envelope*

The Puzzle Of The Hen

A WRITER in the *New York Sun* tells us that there are many things about hens a great many of us would like to know. He asks:

"Why are eggs cheap when my hens are laying and high when they are not laying?

"Why are hens cheap when I sell them, and high and tough when I buy?"

After referring his questions to Mr. Hoover or to a graduate of some good reliable chicken college, he adds:

"Why is a hen, anyway? A rooster is a very simple-minded individual and after you have shaken hands with him two or three times he will speak to you anywhere he meets you, whether you are dressed up or not. But a hen—good night! You can't even approach her without getting a scolding, and when she does lay an egg even once a week she will hide the egg if she can, and then come out in the open and yell her head off just because she has laid something she knows you want and hopes you will never find."

Homemade Peanut Brittle

Shell freshly roasted peanuts and spread them thickly on a greased platter. Melt, in a heavy saucepan or iron frying pan, two or three cupfuls of granulated sugar. Keep stirring to avoid burning. No water or milk is needed. The sugar will turn into a thick, syrupy liquid. Take from stove as soon as completely melted, stir into it a piece of butter, and quickly pour over the prepared peanuts. Let harden, then break into pieces. This candy is 100 per cent pure sugar, and in small quantities cannot hurt any child. For very little folks the peanuts may be omitted and just the pure sugar candy made. Children eat less of a hard candy than of soft creams and marshmallows.

I

If
When a Young Man
Wanted to wed,
To the Girl he said:

II

I like your looks,
I'm weary of hotel cooks,
So be my wife.
I need an Amazon
The rest of my life,
To help me on.
You are invited
To be my housekeeper,
To be my laundress,
To be my sock-saver,
To be my life preserver!
To be ever cheerful
And smile, smile,
No matter what I do.
You must smile
All the while,
And plug right on,
My devoted pal,
My sweetheart!

When children come,
You are chosen to be
Their nurse,
Their seamstress,
Their governess,
Their cook.

If my parents
Grow old and lonely,
They must live
With you all day.
I'm away.
I'm at my work;
They won't bother me.
Bear their plaints,
Have respect for age,
And smile, smile!
When I'm cold,
Leave me alone.
When I'm affectionate,
Be a wild woman,
A cave girl!
Above all, be pure;
Resist the lure
Of other men's
Wit, charm or love,
And love just ME,
No matter what I do.

And don't tell me your aches,
Mental or physical;
But smile, smile, smile!
And love me all the while!

III

If
When a Young Man
Wanted to wed,
He said
All this
To the Girl—
WOULD SHE TAKE HIM?

—*Frances C. Boaz in The Independent*

Before a man marries he humps himself to entertain a girl, taking her to dances and shows two or three times a week. But after marriage he often thinks that cooking his meals, ironing his shirts and darning his socks are all the amusements the dear girl could use in her life.

Don't stick your finger in everybody's pie—unless you want to get it minced.

Some women fix their hair the way little girls make paper dolls—pretty in front, any old way behind.

One Way To Save

A WORKER in an industrial plant who had been unusually successful in saving and maintaining the family and himself in comfort at the time gave this explanation of how he got ahead:

"As long as I thought of prices for things merely in money, I never could save a cent, and we had very little to show for what we spent. In terms of money, anything I wanted seemed cheap.

"One day, when I was going to spend a dollar foolishly, the question occurred to me, 'How many hours of good hard work did it take me to earn that dollar?' The article no longer seemed desirable, and I quickly realized that at the price of two hours' work it was not cheap. Since then I have trained myself to translate prices into working time. Ten cents is 12 minutes at the mill: $5 means a day and overtime.

"If you use this system you will be surprised to find how many things you can do without easily and how many other things are not worth the money to you. Even better, pricing things in hours work helps you get real solid value for every cent you spend.

"I believe thoroughly that amusement and recreation are necessary to efficiency. But now, before we spend for shows or what not, we decide whether the recreation or amusement contemplated would be worth the work it took to earn that fun.

"As a result a 'foolish' quarter and dollar have gone into thrift and War-Saving Stamps, which certainly pay you full time for your work. We regard the interest as 'overtime velvet.'

"Besides, we have a better home, better clothes, better furnishings, food, and more fun than we did before I began to spend wisely."

—*Power Plant Engineering*

Making Money Mean More

WHO ever heard of a thrift plan which proposed to teach people to spend money?

Yet that is exactly what the latest nation-wide thrift movement proposes to do. Of course it is going to teach a great many other things, but it is proceeding upon the queer notion that if people once learn how to spend their money they will know how to save it. And so the thrift idea is turned into an economic program to make money mean more.

If it is true that in the past few years most folks have had so much money that they could not appreciate its value, while its buying power was reduced, and if the rebound has come which will make money dearer again, how welcome should be a movement to make money mean more to the average spender.

Such is the movement inaugurated by the Young Men's Christian Association in co-operation with the Government and a great many commercial and other associations, which is to culminate in a National Thrift Week, beginning on January 17th.

Interruption

Don't interrupt your father when he's telling funny jokes;
Don't interrupt your mother when she's entertaining folks;
Don't interrupt the visitors when they have come to call,—
In fact, it's generally wiser not to interrupt at all.

—*Gelett Burgess.*

Save Money In Purchases

OPPORTUNITY is offered employees of the Morse company to buy phonographs direct from the manufacturers, the claim being made by the firm in question that by thus eliminating the middleman such a saving is effected as to justify the offering of a machine regularly retailing at $150 for $70. Easy time part payments may be arranged for.

Also, by an arrangement between the Association and the American Economy League, Morse employees are offered a chance to deal directly with manufacturers and wholesalers in a number of various lines, with consequent substantial reductions in prices.

These lines include clothing for both men and women; furs, gas and electrical appliances, furniture and so forth.

The financial standing of the firms making these offers has been investigated with satisfactory results by Mr. Benner who will supply all interested with information and the necessary introductions and credentials.

Help Wanted Bulletins

ATTENTION of all Morse employees is invited to the new "Help Wanted Bulletin Board" recently put into position at the main gate of the yards. When help is needed the positions vacant will be specified and the notices will be changed as the need for workers is felt and supplied.

Co-operation on the part of employees in getting the best men possible to fill vacant positions is invited by the Employment Department.

Supposing that a carpenter or machinist should see that men are needed in their various departments it is hoped that they will pass the word along to men whom they know are good and conscientious workers to come and apply for the jobs.

In every case they should instruct their friends to apply first at the Employment Office and not attempt to pass the entrances to the yards and go direct to the foremen.

Good Vaudeville Program

"SOME SHOW" was the verdict pronounced on the entertainment end of the Employees' Association meeting on the evening of November 23.

The headliners were Allen & Clark in a funny and clever musical act. The wind-up when the black faced musical wizard danced and played at the same time was especially enjoyed.

Al Wilson appeared in comic songs and stories and his monologue was followed by a capital song and dance act by the Dupres, one of the pair being a woman it was not hard to look at.

The Morse orchestra, conducted by Clancy, contributed spirited jazz selections to the evening's joy.

Captain Kirby, veteran leader of the yard's marine fire fighters, retains that leadership under the new fire regulations. He will report to Chief Myers, under whose command he serves as deputy chief. The captain opines that in getting him to attend all fires the company has one of the best fire guards possible.

"As far back as I remember I've been a real fire fan," he says. "I've run to see hundreds of fires. But every time the fire is sure to be out before I get there."

Political strife isn't very far from what a famous general once said war was.

New Restaurant Makes A Hit

HERE'S good news for healthy, hearty men who have a big appetite that must be satisfied every day about 12 o'clock.

Real old fashioned dinners, beginning with soup, continuing with a generous cut of roast and two or three vegetables, and winding up with pie or pudding, the whole accompanied with a big mug of coffee or milk—such dinners are being enjoyed every day by patrons of the Morse Employees' cafe, over the Welding Shop.

No such dinners are to be had for love or money in restaurants of the usual type. Such cafes are run for profit and the yard restaurant only aims to pay expenses.

Conducted under the management of Miss Emma Jenkins, an expert in food values and sanitation, the restaurant has been painted and scrubbed to the point of "hospital spotlessness," and every attention is paid to getting meats and other food of the best possible sort. Miss Jenkins, who is a graduate nurse, served overseas, having conducted a mess hall for war nurses and later for 300 convalescent U. S. army officers at Mentone, France.

On returning she took charge of the welfare work at the DuPont Powder Works, resigning after a year's service to become supervisor of women at the E. W. Bliss torpedo manufacturing plant. With a diet expert such as this in charge of their own cafe our hearty workers may rest assured of getting the right kind of food. The price list is as follows:

Soup, with bread, 5 cents; meat, with vegetables (always two, sometimes three) 25 cents; pudding, 5 cents; pie, 10 cents; sandwich (with butter), 10 cents; coffee (guaranteed high quality), 5 cents; milk, 5 cents.

"Our meats are the best to be had in the market, no second hand stuff goes with me," says Miss Jenkins. "Our soup is fresh every day, no leftovers are warmed up for the next day. I especially pride myself on our coffee and desire to call the attention of Morse employees who bring their own luncheons to the fact that they can eat them here and enjoy a hot fragrant cup of my best brew for five cents. They don't have to buy a nickel's worth of food if they don't want to. This restaurant is their's for service."

The more patrons this cafe gets the cheaper and better will be the service it renders. It is run for Morse employees and prepared with the sole object in mind of giving just the kind of food one needs. The writer eats there every day and adds his personal endorsement.

Should you see a fire badge breaking all records in getting to a fire take a peep behind it and you'll find a perfect stranger (?) to everybody in the Morse yard, by name Carlisle Stecher, alias "Red Hot." The Plate Shop ran short of material after the badge was turned out, suitably inscribed and adorned with a broad sash of red ribbon. It was presented with much ceremony by the Timekeepers. The badge weighed 10 pounds and was some badge, we'll say.

Students attending the New York School of Social Work have planned to visit the Morse plant to get information on the personnel work of this organization. This and similar visits must be regarded as a tribute to Morse methods and afford additional proof that the fame of the Morse organization as a model institution is spreading far beyond our own purlieus.

Welders To The Rescue

MORSE SERVICE was strikingly illustrated when the Intertype Machine in the Printing Department broke a short while ago. In the midst of a very busy period about half an hour before quitting time one of the parts on the metal pot broke putting the machine out of commission. A hurried telephone call brought the representative of the maker, who decided the part would have to be shipped to the factory for repairs or replacement which would require several days at a cost of about $175. The need for the machine was so urgent it was decided to call on the Welding Department in the vague hope that the time required for the repairs might be shortened.

The part was sent to the Welding Department at 4.30 that afternoon and returned the following morning at 9 o'clock completely repaired and the machine was running in a few hours, a saving in time of several days to say nothing of the saving in cost. Again we take our hats off to the Welding Department; it ran true to form and helped out when the need was extremely urgent and Boss James MacFarlane who gave the job his personal attention proved once again that his department knows the true meaning of the word co-operation.

Apprenticeship Examinations Planned

EXAMINATIONS of the students attending the Apprentices' School as to the proficiency they have gained in their studies will be made Saturday, January 6, by Mr. Rathbone.

It is planned to grade the boys and divide them according to the standards of their work shown by the proposed tests.

This will be to the advantage of every boy as each will be assisted along the line of his greatest aptitude. Also by this plan the more capable students will not be held back by the slower students while on the other hand it will be possible to extend more direct assistance to the latter.

The Joiner Shop has completed 48 sets of drawing implements for the use of the school and beginning this month the pupils start drawing machine designs.

New Conference Members

AS will be seen by a perusal of the Employees' Association directory, printed in every issue of The Dial, vacancies on the Conference Board have been filled as follows: representing Pipefitters, William Martin; Boilermakers, Michael Schilling; miscellaneous, Fred Lembke, chauffeur.

Joseph Frank, of the Dock Hands, has been added to the Welfare Committee and Carlisle R. Stecher and James Tester to the Minstrel Show and Reception Committees.

One change in the Association calendar should be noticed. The Collection Committee meets Mondays at 4 P.M., instead of Tuesdays as before.

John Beverley, repair man in the Burning Shop, is back at work after being laid up six weeks, during which time he was operated upon for appendicitis. He was forced to abandon work November 8, and was operated on the next day. John is highly popular throughout the Morse plant as well as in his own department and the welcome back reception given him amounted almost to an ovation.

It wouldn't be so bad if people who have nothing to say would let it go at that.

New talent is being discovered every day since we all went into the show business. The Billing Department is boosting Johnny Hall as a star female impersonator.

"Why not take it all off, Cliff?" Mr. Riley was asked by the billing clerks when he showed up with his black moustache clipped a la tooth brush.

Robert Orr, of the Billing Department, is a proud papa, junior having been born Monday of Thanksgiving week. He weighed seven-pounds and a half and is growing fast. Father Robert tells the boys that the boy is to be called Rowboat, because he's an Orr.

Walter O'Brien is on the job in the Billing Department every day now, the judge having sent him home after getting tired of seeing him around court as a witness.

When Bertha Mazzari answers the phone she removes her glasses. Probably only uses them for long distance calls.

Since Florence Fenk (Mrs. H. L. Anderson) went horse-back riding she declares that after this it's the trolley cars or autos for her. A foot on the ground is worth two in the air.

Willis: "Say, Hanbury, I thought you told me if I was polite to the judge he would let me off easy?"
Hanbury: "Well, what of it?"
Willis: "I said 'Good morning, judge; how do you feel?' and he said: 'Fine—Twenty-five dollars'."

Evidently Mr. Madonna of the Cost Department does not mind the high cost of living. One morning he drove up to the office in a taxi cab. Nothing like making a good impression.

We would have liked to have been to the "sad" picture that brought tears to Jimmie Weldon's eyes. It must be a novelty to see Jimmie weep.

The crocheters are now making baskets. Put your order in for bicycles, stove lifters, etc.

We hear that Jimmie Glynn is saving up his pennies to buy a house. That's the only way you can get one nowadays.

If you want to get Mary Travers' goat ask her about the ten dollars she lost. As a bargainer Mary would have to take a box seat.

Mortimer Lifland of the Drafting Room became a benedict December 10, having sworn to love and honor Miss Larsen. The two weeks' honeymoon was spent at Atlantic City but Mortimer's friends were sure the ocean, however moist, could not dampen Mortimer's ardor.

The girls of the Tabulating Department are thinking of migrating to California since they saw the picture of Jane Blackledge formerly of that department. We'll say she's some baby and oh, those costumes.

Wanted—Two right feet to mate with two left feet. Address Miss Betty G., Pay Roll Department.

S.S.Meyers is not the name of a steamship but an error in the Pay Roll Department caused that name to appear on the pay envelope of our new fire chief, W. L. Myers. Chief Myers doesn't refuse his envelope but he wants it understood that he is not a boat.

Lawrence Wallace was one of a party of five who started on December 29, in an attempt to reach Jacksonville, Fla., in a five-passenger Reo of 1914 vintage. Lawrence always was an optimist.

We never hollered before about a woman taking a man's job, but we felt much like it last week when we saw one of the pretty office girls kissing young Miss Anderson of the Yard Hospital.

Tom Plunkett is now taking a vocal course in the National Correspondence School. With the help of Clancy and Dougherty he ought to land somewhere. Where?

Inventory time in the printing shop. "Be sure to count every letter in all the type cases, Carl," warned Miss Sharp. Foreman Carl, later, to Superintendent Wilson: "Miss Sharp says we should count every letter—such a job." Mr. Wilson: "Well, Carl, s'pose we just fool her by not doing it." Carl: "Good joke—yes, that's what we'll do."

Household Hints—Mr. Rathbone of the Drafting Office, returned home the other day to find that the drain pipe of the sink which had been stopped up had mysteriously been cleared. Upon investigating he found that his wife had accidently spilled some of his old army "CC" pills in the sink.—Plumbers please copy.

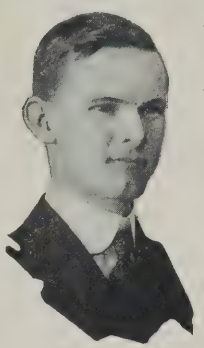
Heard around the Cost Department,
Mr. McCauly—Where's my bills?
Mr. Goldsmith—How are they coming?
Mr. Hunt—I never saw it.
Constantine—Snap out of it.
Miss Brett and McCarthy—God bless you, Emily.

Bobby Orr,
Would ne'er get sore,
But they say he swore:
"If the stork brought any more,
There would be war."

The Billing Department has a fine mocking bird in George Hutton (he has a close rival in Walter O'Brien).

Office Celebrities

BESIDES wishing all of his fellow workers in the Morse service a happy and prosperous new year, Albert V. Miller, auditor, has a message for 1921 that is cheering in other respects:


A.V. Miller, Auditor

"Regardless of what the future may bring forth the Morse organization may look ahead with confidence," says Mr. Miller. "So thoroughly welded together are its parts and so imbued with a spirit of good will is the whole that it is bound to weather any storm with flying colors.

"But each and every one of us will have to give of his best. Conscientious endeavor and level instead of "panicky" heads, and close co-ordination or team work will be needed—and, thanks be, we already have them."

Mr. Miller has been connected with this company in his present capacity for the past three years. Previous to coming here, he had a wide range of accounting experience in its several branches, in the south and middle west. Keen on business problems and their solution, he goes about his duties fulfilling them in his characteristic quiet, unassuming manner.

His responsibilities, which are very great and many, are discharged in a calm and deliberate manner and we all admire the smile that is always with him.

Disbursement Department Changes

GEORGE S. BOLIN, former first assistant to Mr. Doremus of the Disbursing Department has resigned to accept an offer with a New York concern and Emil Peterson is now serving as first assistant. George Bendickson is in charge of the disbursement register.

Edward Freid who was clerk in charge of the collection register and of the ledgers has also recently left us. Mr. Freid, who is in poor health, expects to undergo a minor operation after which he expects to take an extended rest. His tasks have been assumed by Clarence Bruns. A new arrival in the disbursement office is Fred Siebenborn, who serves as general clerk.

One feature about the Disbursement Department to which Mr. Doremus points with especial pride is the fact that every member of its staff attends night school or college with the aim of self-improvement. This is an example that might be generally followed with profit throughout the entire Morse organization.

Recreation Hour For Women

THE Association's Assembly Room on the top floor of the Carpenter Shop, is now reserved every Tuesday noon for the young women of the office force, as a recreation hall for them. This was done last year and the young women got much fun out of a weekly gathering given over to dancing and singing.

Little Oscar: "What do you think of the Minstrel Show, Cap?"
Captain Kirby: "I don't think very much of some of the singers."
Little Oscar: "How come?"
Captain Kirby: "Why, I could pick some better tenors right here out of the boat crews, *real tenors*. Men used to high 'C's' (High seas)."

"Max" Maxwell, who keeps the entrance gates tidy, says his business is "picking up." There is a lot of waste paper blowing along the streets these days.

Kelley of the Pipe Shop fire company would like to know what Frank Falconer of the Hospital carries in that little black bag. Kelley doesn't like fire water we are told. This one was heard in the Plate Shop.

Charlie Small, foreman of the Blacksmith Shop, has been suffering from too much pep. He likes a shot of Cayenne pepper in his pumpkin pie, but he says the pie his wife made him awhile ago had enough cayenne to last him for keeps.

The warmest and dryest outdoor bald head in the yard is that on the shoulders of Peter Reed, yard porter on Pier 3. He has applied three coats of paint to little old last year's straw hat and it looks as though it will be one of the most sensible winter lids about the place.

Tom Collins and Bert Monohan of the Pipefitters were arguing about a flange. "It's steel," said Tom. "No, it's cast iron," said Bert. They asked Danny Ryan. "Looks to me like nuxated iron," said Danny.

The boys in the Plate Shop have been getting postcards from Herman Kraut at Niagara Falls. He married a Bay Ridge girl and went to the Falls for the honeymoon, after which the happy couple visited relatives and friends in Jefferson, N.Y.

Harry D. Jefferson has returned to his old place in the Electrical Department, which he left a year ago to work in the Storeroom.

Have you seen Dardanella and Ham Bologna working on a job. Euphonious titles they have but don't start anything with either one.

Coppersmiths' helper Smith is in the New York City list for patrolman. Instead of Coppersmith Smith, it will soon be plain Copper Smith.

Paul Sheehan of the Garage is on the job again after an operation for appendicitis. The boys were glad to see him, and Sid Long of the Painters had Truck 50 all dolled up for Paul. Both truck and driver looked dandy.

Charley Kelly of the Drafting Room asked Tom Rathbone if married men lived longer than single men, "Naw," said Tom, "it only seems longer." Old stuff but its interesting to note that Rathbone has only recently been married.

The engineer on the *Mexican* heard a loud grinding scund in the engine room and went looking for lost motion of the engines, until someone told him it was the grinding of High Pressure Pete's teeth. There's never any "lost motion" around where Big George is.

Lew Ritchie of the truck garage is an old timer in minstrelsy. 'Tis said he played "Ten Nights in a Barroom," five nights in "Uncle Tom's Cabin," and in "Three Weeks." Also in "Under Two Flags," where he was "Held By the Enemy." Question: Did the enemy do Lew a favor?

Learning they had eight blocks to go from Times Square to the Capitol Theatre an argument on "walk or ride" caused division between John Nallon, Dick Rodier, Joe McGuirk and Jim Hennessy. "There's four of us to eight blocks," suggested Jim, "let's walk two apiece."

Patrick Gaffney, chauffeur, found his new shoe and old corn didn't agree and he slashed a piece out of one of the swell new "dogs." The boys are asking him if a visit to a chiropodist wouldn't have been better economy, but they can't get Patrick's goat.

It's suggested that Fire Truck No. 2 call at the Pipe Shop every time there's an alarm. Bob Kane, Charlie Fitzsimmons and "Old Ben" complain they are losing weight but Captain Kelly seems to be making the runs alright.

"Looks like an open winter—sign of spring already," observed Captain Kirby. "I bite, what is it?" asked the new Dial man. "Robbins in the Machine Shop."

Everybody knows what Captain Lawrence meant when he said, "Don't give up the ship," but it seems there is some mystery as to what Lloyd Adams Noble meant when he pleaded, "Gimme a glass of water, won't yer?"

Al Simendinger bought a new phonograph so that he could get a line on the singing of Eddie Cantor, Al Jolson and the Kaufman Brothers. Al has the talent and can put it over.

J. Hirschkind of the Hull Department denies that he is smoking Christmas cigars. He says he buys one every day at noon and has the coupons to prove it.

"Snowball" Dawson of the Hull Department says that he is glad the telephone is downstairs as it keeps him in trim. He is a member of the champion tug-of-war team of his regiment and welcomes the exercise.

Jerry Galligan, apparently unable to withstand the degrading influence of the Machine Shop floor, has "elevated" himself to the Machine Shop gallery, back with his old cronies again.

We are glad to see Sergt. Gene McNiff with us. He is shop clerk in the Plate Shop succeeding J. Hirshkind who is now counting the holes for Billy McEwen. Gene has been through the World War, and could tell some stories, but like most of the veterans, is very quiet and not inclined to talk.

Mr. Early of the Main Store Room can "kid" a lot but never loses his "goat."

Carpenter Harry Fox dreamt he was dead the other night and the heat woke him up.

Charley Pearson and George Keenan are boosting Pat O'Mahoney for interlocutor in the coming Minstrel Show.

Chuck Ennis stopped a new guy and said, "Scuse me, Buddy, but where in hell did I see you before?" "I dunno," sez the guy, "what part of hell do ya come from?"

The Ulsamer Brothers of the Machine Shop are seriously affected with nervous "prosperity" ever since the *Montserrat* came into the yard.

Al Chisholm of the Electricians certainly did his share of the electrical work on the *DeKalb*. Al is a mechanic of the old school and you can't beat that kind.

John Loop of the Burners was asked how much he got out of his new "boiler." "Oh, about five times to a mile," said John.

The guy with the smile who shouts, "Show your buttons, boys" at the gate is Mr. Siller, father of the famous "Teddy" Siller of The Dial.

Kid McPartland drives one of our Kiddie Kars and gets more out of it than some guys could get out of a Mack or a White.

Dan Smith of the Plumbers says he saw a guy call a burner to put heat on a length of lead pipe so he could bend it. Not in this yard, though.

Joe Bovine of the Sheet Metal workers claims his department can turn out anything from a thimble to a smokestack.

Mike O'Flaherty of the Air Plant is still a regular guy even though he has become a financier lately.

Mr. Wilson of the Hull Department tool room denies vehemently that he is a grandfather, but Clarence says it's because Wilson doesn't want to be classed as an "old feller."

Billy Jackson of the Boiler Shop says he'll sanction any collection for a new brand of tobacco for George Drew.

Tom Hayes of the the Coppershop is working on a stamp which reads, "Made by Morse Coppersmiths," which means those guys are ready to stand by their handwork.

"Like father, like son." is true in the case of Mattie Lyle of the Blacksmiths, son of the late "Davie" Lyle. Although still only a kid Mattie keeps his anvil ringing and while brothers Dave and Harry are mechanics in their line they have nothing on the kid of the family.

MINSTREL SHOW
and
RECEPTION
BY
Employees Association
of
Morse Dry Dock & Repair Co.
AT
PROSPECT HALL
PROSPECT & FIFTH Av's

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RESERVATION 75¢

JAN. 22ND

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TICKETS AT
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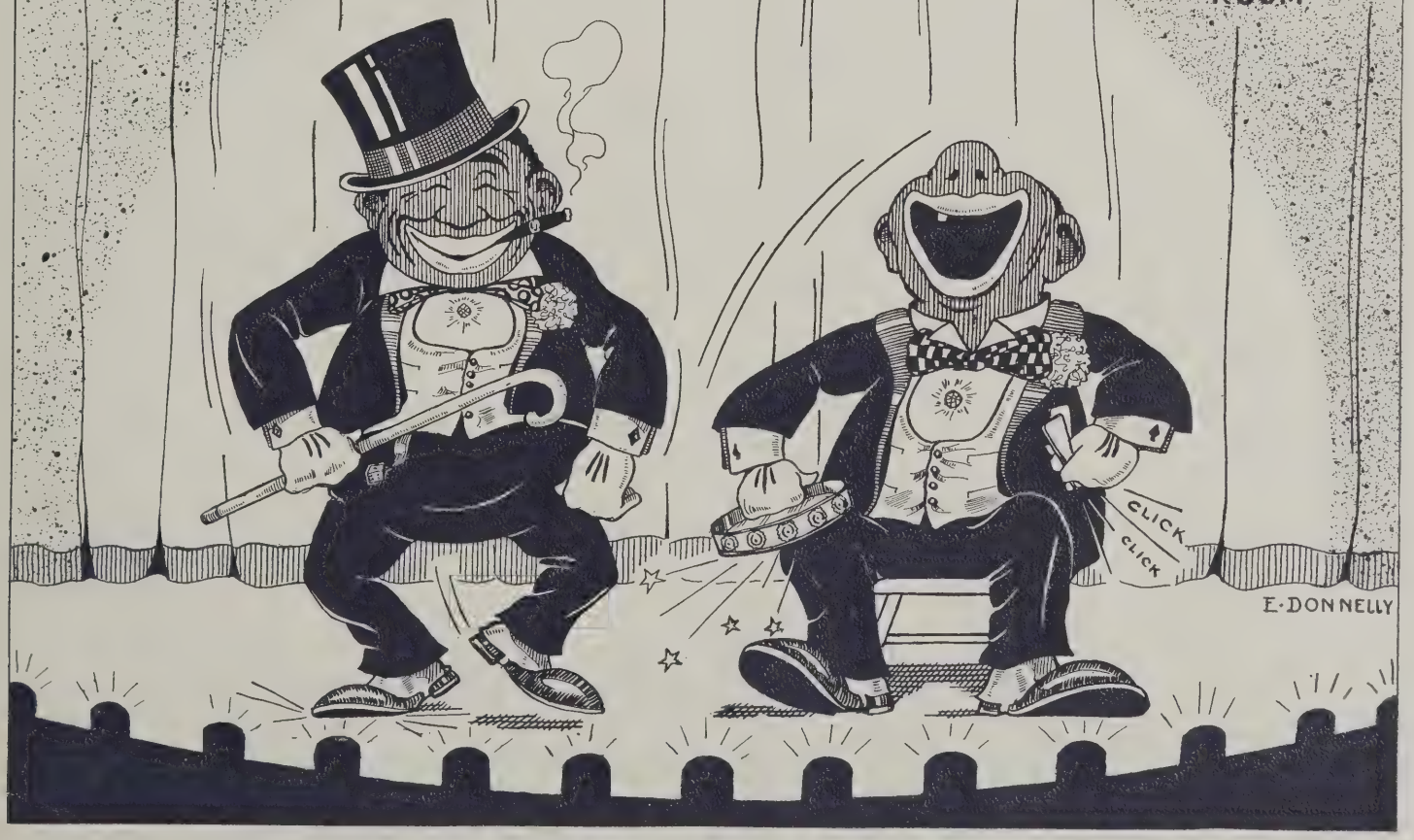


Accuracy

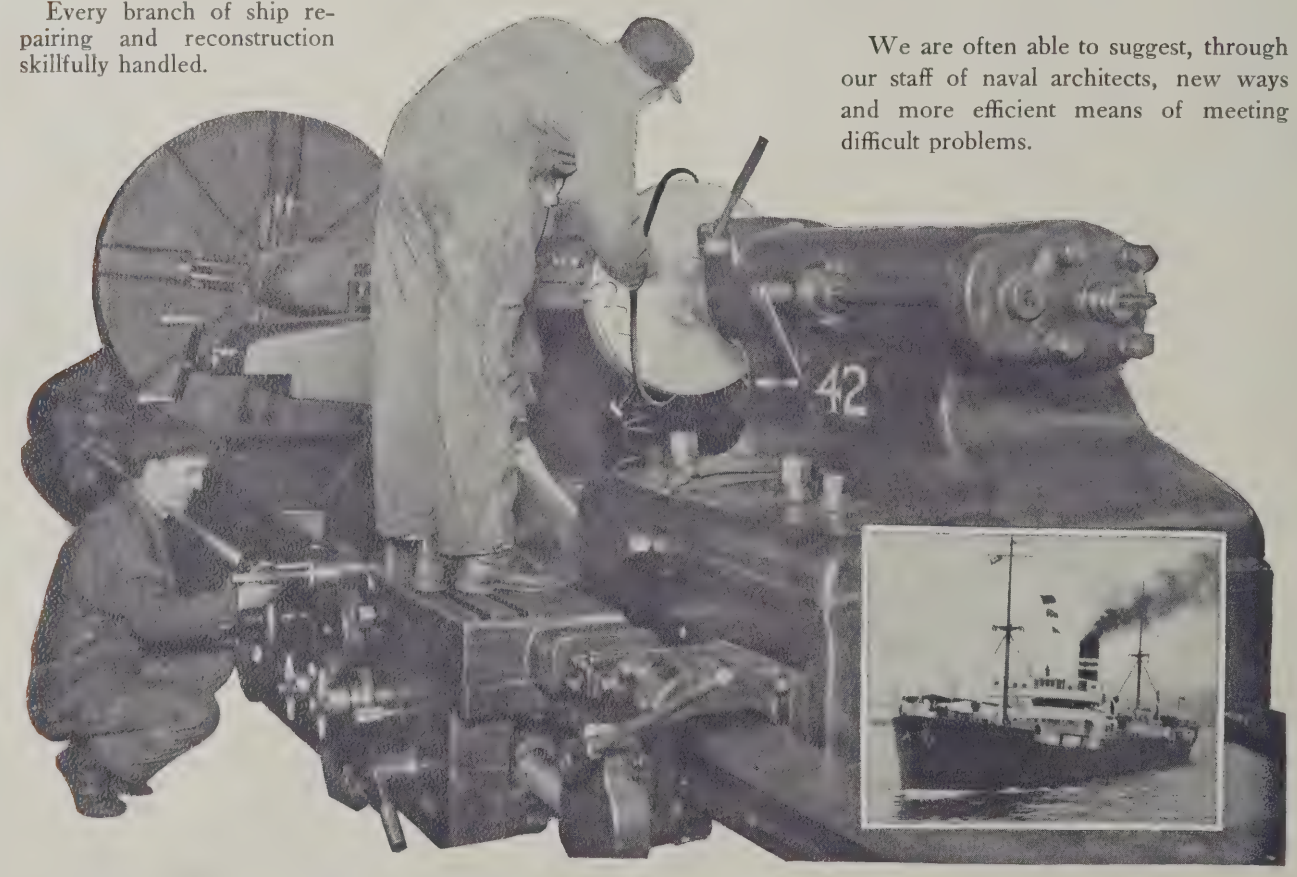
is an important factor in ship repairing efficiency

THE MAN who directs the movements of a great machine must of necessity be a master in turning out an exacting piece of work. It is his duty to hold or let loose the mighty power that can, if not properly handled, cut too deep into the whirling metal.

MORSE SERVICE has sought to include in its organization such men as are masters in their particular line. We believe them to be not only good mechanics but men who take a genuine interest in performing their tasks as nearly perfect as is possible.

Every branch of ship repairing and reconstruction skillfully handled.

We are often able to suggest, through our staff of naval architects, new ways and more efficient means of meeting difficult problems.



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The MORSE DIAL

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February 1921

Frogs and Optimism

By The Editor

LET'S be optimistic about it anyway. The depression which has fallen upon our industry cannot last forever and if we steel ourselves for the momentary hardships, conditions will come right sooner or later.

No life is so hard that you can't make it easier by the way you take it, Ellen Glasgow, a writer, tells us, so why worry?

Sure, ocean freight rates have been dropped and ships are being tied up in increasing numbers, but there are reasons for all things, and it would seem natural to expect a readjustment of the abnormally inflated conditions that have prevailed in the shipping industry.

If the depression was confined to our own particular field we might have cause to view the situation with greater alarm, but with all lines of industry affected, even in other countries, there is little occasion for self condolence.

Here's a little story to keep in mind and when you feel your optimism waning try to recall it.

The story is about two frogs that fell into a huge pan of milk. They kicked and splashed about with great energy in their efforts to get out, but the pan was deep. After struggling for a while one of the frogs gave up and was drowned.

The other frog was made of sterner stuff, however, and kept on in his struggle for freedom. His constant splashing and kicking began to churn the milk and in due course of time an island of butter was formed upon which he floated to the edge of the pan and hopped over.

Let's keep up the struggle and be optimistic enough to believe that we are already beginning to churn the milk into butter.

❦

On a sun dial in an old-fashioned churchyard in England, Mrs. Morse tells me, there is this inscription.

"Tender 'teens; teachable twenties; tireless thirties; fiery forties; forceful fifties; serious sixties; sacred seventies; aching eighties; shortening breath; death; the sod; God."

That strikes me as a pretty good summary of life. Some there are who don't reach the *"aching eighties;"* others there are who fail to experience the *sacredness* of the *seventies*, and so on down the list, but all at some time must reach the *shortening breath—death—the sod.*

The question of whether they go to their God depends, according to the philosophy which most of us have been taught, entirely upon ourselves.

Why worry, then, about the future? We have got to run the span of our allotted time and we might as well do it cheerfully. If we do that we are more apt to go in the right direction when we reach the sod.

❦

IN a big organization like ours there are always fortunate individuals and those less fortunate. I don't mean because advantages are given to some that are not accorded to others; I mean simply that it is human nature for some people to fare better than others because of their own foresight and efforts and because they heed the sign posts of life.

During the war The Dial repeatedly preached the gospel of thrift. I know that many of our readers took to heart some of the things we said.

Now that the inevitable "rainy day" has arrived those of you who did save for it are indeed fortunate—fortunate because of your foresight and efforts and because you heeded the sign posts which The Dial pointed out to you.

Those of you who did not are the unfortunate ones.

Because we are all one big family, however, let us not condemn what is after all a human failing. Instead let us sympathize and help over the rough road the unfortunate ones.

It is gratifying to realize that in our Employees Association there is that spirit. The Relief Committee is doing noble work in behalf of our co-workers who are in hardened circumstances and we more fortunate ones should help and encourage that committee. Long live the Relief Committee.

Bert Edward Barnes.

MORSE DRY DOCK DIAL

Vol. 4 February, 1921 No. 2

Manned By All-American Crew

"GOOD LUCK to the *S.S.Princess Matoika* and her 100 per cent. American crew!" This was the wish of all Morse workers when that ship left our yard recently on her maiden trip as an American passenger vessel.

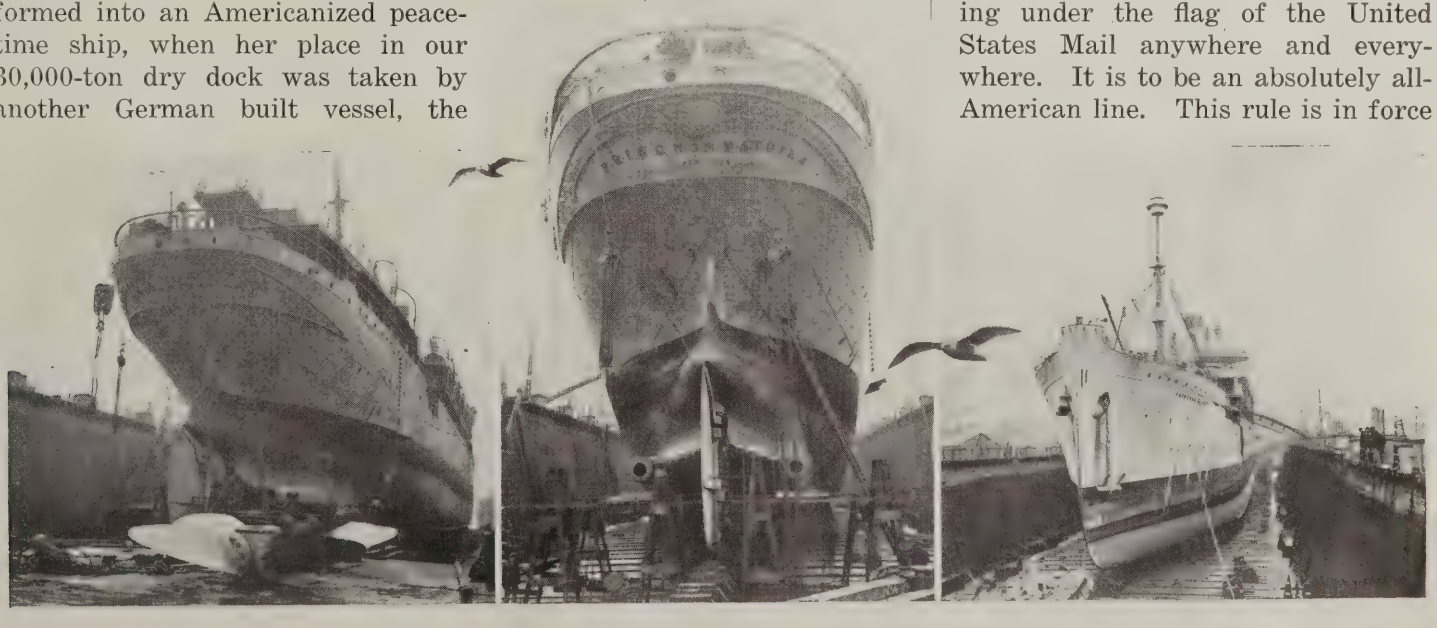
For the third month in succession innovations of great importance have been put into effect on vessels as they went into commission following their reconversion in our yard. These innovations have a world-wide significance of especial interest to all students of international shipping, and particularly so to those interested in any measures taken toward the establishment of an American merchant marine, such as the policy adopted by the operators of the *Princess Matoika.*

Last month the Dial described at length the reconstruction of the *S.S.DeKalb* into the *Mount Clay* and dwelt upon the policy inaugurated by her owners, the United American Line, in "democratizing" immigration by throwing open the whole vessel to third-class passengers. Hardly had this former German terror of the seas left our plant transformed into an Americanized peace-time ship, when her place in our 30,000-ton dry dock was taken by another German built vessel, the *Princess Matoika,* formerly the *Prinzess Alice,* for nearly three years a transport for the American expeditionary forces and now operated by the U.S. Mail Steamship Company, Inc.

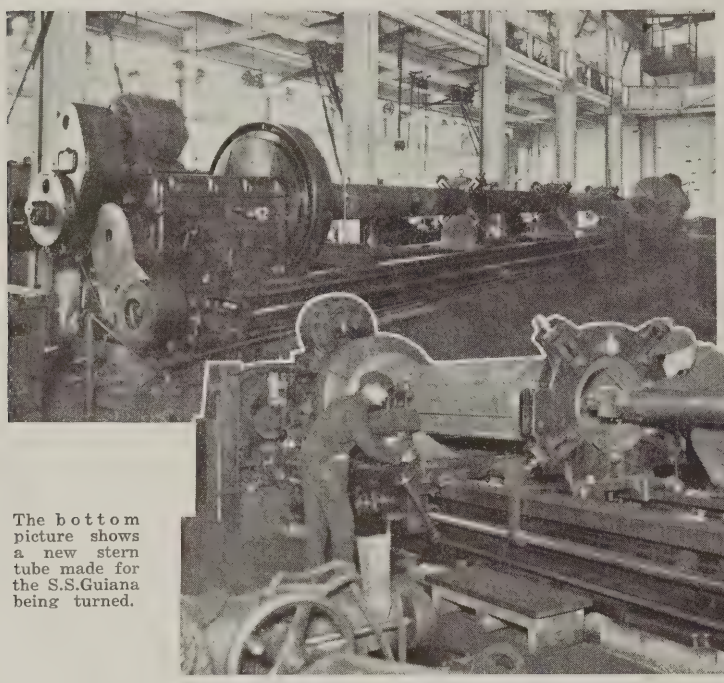
Following her reconditioning into a passenger carrying vessel the *Princess Matoika* was made subject to the new policy of the U.S. Mail Steamship Company which constitutes the second of the "American merchant marine" innovations above alluded to. This policy was explained by a high executive officer of the U.S. Mail while in the Morse yard on a visit of inspection to the *Princess Matoika.*

"Tell the world that every officer and man in the ship's company of the *Princess Matoika* is an American citizen," he declared. "We have allowed no man to sign on for any position on board of her who is not either a native or a naturalized American. When a man shows us his seaman's ticket we at once demand that he produce also naturalization papers or birth record showing that he is an American citizen.

"And this goes for every ship sailing under the flag of the United States Mail anywhere and everywhere. It is to be an absolutely all-American line. This rule is in force



Views of the Princess Matoika as she appeared in our 30,000-ton floating dry dock



The 21-ton tail shaft of the Princess Matoika is here shown on our new "double-header" lathe.

The bottom picture shows a new stern tube made for the S.S.Guiana being turned.

for our *S.S. Susquehanna* and the *S.S. Antigone,* which run to Dantzig and Bremen, via the Kiel Canal, and for the *American* and *Powhatan,* which we have acquired from the Shipping Board and which will be made over into passenger carriers for the Mediterranean trade just as the *Princess Matoika* has been. Incidentally it may be of interest to state that the *Susquehanna* is the biggest vessel to go through the Kiel Canal."

The *Prinzess Alice* of the North German Lloyd was launched in 1900 at Stettin. She was built of steel, and was hailed as a marine triumph of that day.

Being and remaining a merchantman, she has no German war record. She was interned at the Philippine Islands during the war and when the United States decided that such action was necessary she was commandeered and taken to Olangapo, 69 miles north of Manila and run into the famous Dewey dry dock in Subic Bay. Temporary repairs were made on her and then she was brought to San Francisco, sailing now under the name of a Filipino princess, *Matoika,* instead of the German princess, *Alice.*

At San Francisco she was fitted out as a troop transport and was used throughout the war to carry troops to France. After the armistice she was transferred from the navy to the army and was used in bringing the troops home.

It was in this service that she won lasting fame, for thousands of returning members of the A.E.F. who shipped aboard her at Brest for the homeward voyage will recall the high superstructure of this big four-decker and her two funnels, with their red, white and blue bands, which appeared to them like an ark of deliverance after their weary days in the trenches. She also carried to Europe several parties of junketing congressmen and the Olympic athletes.

Briefly put, the work of reconversion done in the Morse yard has been to transform the *Princess Matoika* from a transport to a passenger carrying vessel that complies with the immigration regulations of the United States and Italian governments.

Three tiers of berths, tolerated for the rushing abroad of soldiers in war time, have been cut down to two, new staterooms were built for first class passengers out of old quarters and accommodations for the ship's officers and men have been rearranged. Besides all this the boilers were thoroughly overhauled, and the ventilation system altered to conform with the latest ideas.

Among other interesting improvements are two new hospital rooms, one for each sex, with a total capacity of 40 beds, and an operating room of the most up-to-date and approved pattern.

The vessel's interior was painted throughout and her hull also given a new coat, so that except for her leaden grey exterior she was spick and span as she sailed forth on her maiden trip to Naples and Genoa.

She carried quite a heavy passenger list and on her return it is expected her full capacity of 156 first class and 1803 steerage passengers will be reached.

Annual Ball An Enjoyable Success

SURPASSING in every respect any similar affair ever managed by the Employees Association, the annual reception and ball which this year featured a minstrel show, added another red letter day to the annals of the Association.

In point of attendance it is the general opinion among those who have been present at our entertainments in previous years that this year's affair which was held in Prospect Hall on the night of January 22, brought together more people than have been assembled under the Morse banner on any previous occasion.

Financially the party was very successful. Socially, it was the most delightful gathering of all. The minstrel show, of course, was the one outstanding feature. Being staged entirely by Morse employees it proved an attraction that excelled any vaudeville program that could have been arranged.

As interlocutor, Harry A. Hanbury, Industrial Manager, made an exceptionally fine appearance on the stage, dressed in a typical Palm Beach outfit, in striking contrast to the blackfaced individuals who surrounded him. Mr. Hanbury fulfilled the functions of that role in a most creditable manner.

To Harry E. Gold, coach and director of the show, belongs the lion's share of the credit for the success of the entertainment.

The amount of work done and the splendid spirit of co-operation attained at rehearsals was made manifest in the wonderful result achieved. Mr. Gold at the first rehearsal won the confidence and hearty good will of the volunteer singers and impressed his personality on all of those who took part. His tact and diplomacy kept all in line to the end and he succeeded in getting a co-operation that enabled him to accomplish a great deal in a comparatively short time.

He was well supported at the final rehearsals and at the performance by the Morse Dry Dock Orchestra, under the efficient leadership of Lieutenant W. S. Mygrant. C. William Vail, who was at the piano, also did highly appreciated work at the rehearsals as well as at the show itself.

The minstrel show gained momentum as it went along and ended with a climax that brought the audience upstanding in a burst of applause that demanded a final curtain call and an encore.

When the curtain went up at the beginning of the show the audience first gasped in surprise and then broke out in hearty applause. The effect produced was of several rows of darky heads suspended in a pitch-black void, as the only lighting was from flashlights held under the chin of each minstrel.

A rich basso voice was heard in "Old Black Joe," with a quartette and then the whole ensemble swelling out into the chorus. This basso soloist was Thomas B. Rathbone, who also sang "The Gypsy Love Song" most acceptably later on.

Mr. Hanbury then introduced the jesters of the evening, first the gentlemen, then the ladies, and finally the pickanninies. In turn they came dancing and prancing on, each group to be warmly welcomed by the audience.

The endmen were Jerome Galligan, Joseph G. McGuirk, Charles Ambriano, and Clarence Johannasen, while the coquettish damsels were impersonated by John Finneran, Charles Labdon, Henry Rochelle and Chris Borger. Johnny Schroeder led the pickaninnies in song, and his sweet and clear treble evidently gave the audience great pleasure. The pickaninnies were: Bradford Waterman, Kristoffer Krogstad, William Prestein, William Olsen, Theodore Siller, Frank Benson and John Dick.

From the very outset everything went off with spirit and vim and with a smoothness that would have done credit to any company of professionals.

Every one of the end songs and solos

was seemingly thoroughly enjoyed by the audience. Lew Ritchie's "Buckwheat Cakes" specialty was a laugh producer which added greatly to the program, and the specialty dance by Robert Cook was a striking feature.

It would be difficult to say which one of the end songs or the solos was the best. The audience seemed to give equal applause to each, and apparently permitted itself to be influenced by the individual's performance in each case rather than by his popularity.

Christopher Borger's vampish "Hold Me, Fold Me, Tight in Your Arms," Joseph McGuirk's funny song about Old King Sol's chicken farm, and Charles Labdon's, "Early to Bed and Early to Rise," competed closely with each other for favor, in so far as the end songs were concerned. Laughter also shook the house during Jerome Galligan's "Save a Little Dram for Me;" "I'm Telling You," by John Finneran; Henry Rochelle's "Susan;" "Now, I Ask You, Is That Nice," by Charles Ambriano and "Rockin' Horse," Clarence Johannasen's offering, were all accorded warm applause.

Special commendation is due the soloists whose numbers were on the ballad or songs-of-sentiment order.

Each soloist was accorded an encore. In the order of their appearance they were: Thomas J. Plunkett, "Your Eyes Have Told Me So;" Harold Campos, "Who'll Take the Place of Mary;" Robert Walsh, "Down the Trail to Home, Sweet Home;" Thomas C. Rathbone, "Gypsy Love Song;" Earl Bliss, "Broadway Rose;" Joseph B. Lowe, "That Old Irish Mother of Mine;" Albert Simendinger, "My Irish Song of Songs;" Charles S. Davis, "Why Did You Make a Plaything of Me," and Peter D. Ballentine, "When I Looked in Your Wonderful Eyes."

The closing chorus and finale, which brought down the final curtain, was a fitting climax to the splendid program. Beginning with a fully lighted stage, a sudden switch again brought back the effect of faces floating in the black void.

Then the entire company burst into the strains of "America," the lights flashed up and amid the waving of flags a large portrait of Mr. Morse was revealed. As the curtain fell the audience gave round after round of applause, and would not desist until a curtain call had been accorded by the ensemble.

Immediately after the final fall of the curtain the floor of the hall was cleared for the grand march and dancing. The beauty and extent of the decorations were now set forth to their best advantage, and these, with the handsome dresses worn by hundreds of the ladies present, made the hall a vision of charm and gay festivity.

Soon the full military Morse Dry Dock Brass Band crashed out in a lively air and the grand march was begun. Mr. and Mrs. Morse were at the head of the line, followed by Mr. D. J. Leary and Mrs. Bronson Buxton, Mr. and Mrs. Roy Morse, Judge Lewis L. Fawcett and Mrs. D. H. Ralston, Mr. Joseph G. McGuirk, President of the Employees Association, and Mrs. Charles Jennings, Vice-president and Mrs. Joseph Quinn, Secretary and Mrs. Edward Hannavin, Treasurer and Mrs. Mortimer W. Mead, Mr. and Mrs. Charles Pearson, with other guests of the evening and members of the Employees Association completing the line. Mr. Pearson was chairman of the committee which had charge of the affair.

The floor committee was indefatigable and did much to add to the pleasure of the guests. It was composed of James Hennessey, chairman, David Lyle, Thomas J. Plunkett, Harry Lyle and Frank Motto.

A Vital Operation Quickly Done

AN extraordinary job was achieved by the Machine Shop during the recent visit to the Morse dry dock of the Spanish steamship *Montserrat* when the main crank shaft of that vessel was taken into the shop to be fitted with new journals. This was at noon on Friday, December 10.

The sections were placed on the layout table and tested for alignment. They were then put on the floor, fires were built and by the following morning two of the old pins were shrunk out and the journals entirely detached from the cranks. The latter were immediately placed in the boring mill and the eyes bored out.

Delay was then occasioned pending the arrival of the new journals, the first two not arriving until Tuesday morning, December 14. They were at once placed in the lathes and turned to their proper sizes. By Wednesday morning at 7 o'clock they were ready to be drilled and to have keyways put in.

The last two journals arrived the same morning at 9.30 and by Thursday morning they also were finished and laying on the floor ready for drilling and keyways.

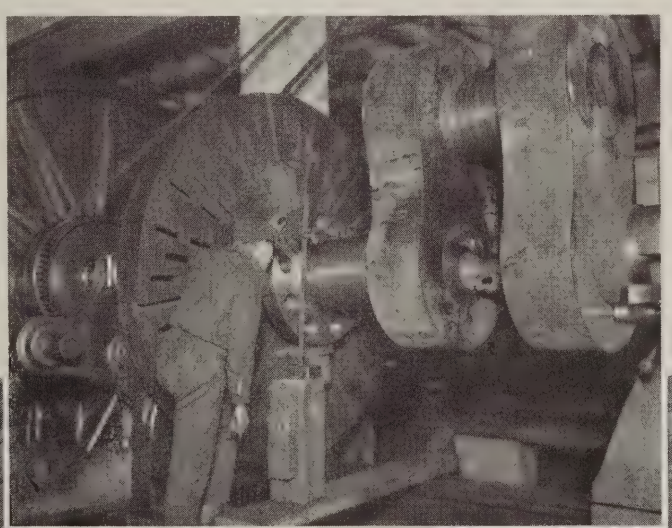
That night was the big night. William Robbins, superintendent, and William Ritchie, assistant superintendent, stayed all night to shrink the four new journals into the cranks. All went well until the three-inch water line which Mr. Ritchie was handling burst and all present were well washed down.

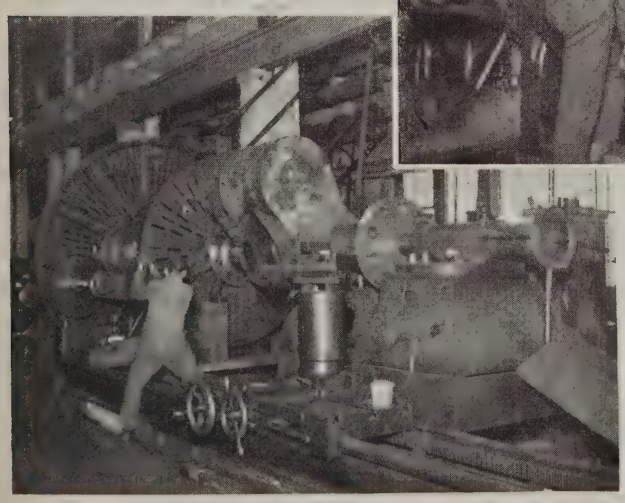
By morning all journals were in place and ready for testing in the lathes. The test showed that every one was perfectly true. It must be remembered that prior to subjecting these journals to the shrinking operation they were machined to the finish, turned, drilled and keyed.

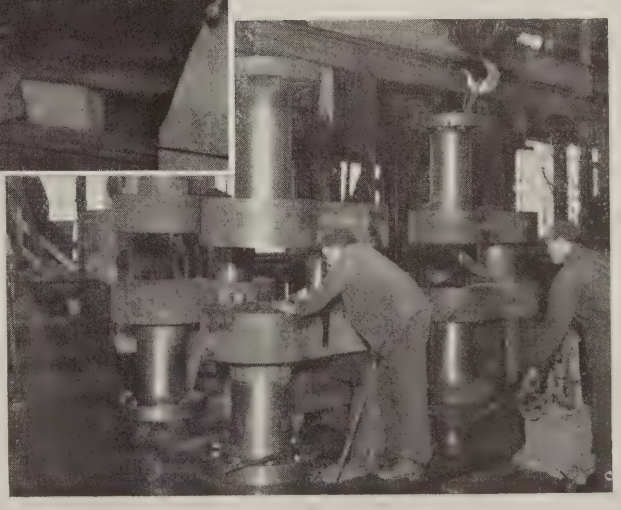
Despite this, each of the shafts was found to be in perfect alignment not only in the lathe but when fitted in place on the ship, all resting perfectly on the bearings.

This exactitude is the more remarkable in view of the fact that only five working days were consumed on the job.

The *Montserrat*, of course, sailed on time.







Morse machinists are noted for their skill and ingenuity. These pictures show the huge crank shaft of the *Montserrat* being machined and fitted with new journals in record breaking time.

Pictures by Morse Photographer

The Richest Man In The World

(Editor's Note—An editorial in the Norfolk, Neb., Daily News about the richest man in the world brought this letter from Edward J. Meyers, of Pierce, Neb., and we think it worth passing on to our readers as an example of right thinking.)

"I WONDER if you knew that one of the richest men in the world was fourteen miles north of Norfolk, right here in Pierce, Neb.? That man is the writer. I am just a common 'Plug Blacksmith,' but oh, how rich!

"I go to my labors each morning, work until noon, go to dinner, return at 1 P.M, and work until 6 o'clock. I enjoy the greatest blessing of all blessings, good health. Rockefeller would give all he possesses in money or holdings for my stomach, but he can't have it.

"Each day seems something accomplished and every job of work I turn out I feel that I have done my customer a service 'worthy of my hire!'

"I have a most wonderful little wife. She has stuck to me twenty-two years now, so I know she must be a dandy to accomplish that. I have a little home, a beautiful daughter, a son grown to maturity, and now in life's game for himself. Rich? Why, man alive, who can be richer?

"Then, to add to all the above riches, I take down my old shot-gun in season and ramble through fields, woods and tangle in search of the elusive cottontail, teal and mallard with my faithful old pointer at 'heel' (now past eleven years old), and he is as happy as I when on the hunt.

"Then, when I get back, oh, how good everything does taste. Then, when night has spread its mantle over this good old universe, I settle down in a good old easy chair, enjoy a smoke and then roll into bed to be embraced by 'Morpheus' and never hear a sound until the beautiful break of another day.

"Rich, did you say? Well, I guess. Dollars, no—not many. You inquired about riches; not material wealth. Money is not the only requisite.

"The height of my ambition is to so live that I may have no regrets for having lived when the time comes for me to shuffle off this mortal coil, and I hope by that time to have accumulated just enough dollars that myself and mine may not be objects of charity.

"This, then, is my idea of a rich man. If anyone enjoys life more than I do, he is to be envied for his riches."

Our Next President Says—

"I DECLINE to recognize any conflict of interest among the participants in industry. The destruction of one is the ruin of the other, the suspicion or rebellion of one unavoidably involves the other. In conflict is disaster, in understanding there is triumph. But the insistent call is for labor, management and capital to reach understanding.

"The human element comes first, and I want the employers in industry to understand the aspirations, the convictions, the yearnings of the millions of American wage-earners, and I want the wage-earners to understand the problems, the anxieties, the obligations of management and capital, and all of them understand their relationship to the people and their obligations to the Republic. Out of this will come the unanimous committal to economic justice, and in economic justice lies that social justice which is the highest essential to human happiness." *Warren G. Harding*

Rudder-Stock Straightened In New Way

HERE'S something new! The *S.S. Charles E. Harwood* of the Texas Petroleum Company came to the Morse dry dock recently with her rudder-stock both twisted and bent. To rectify this condition under old methods would have taken from three to five days. By a new method, conceived on the spot, the job was completed within twenty-four hours.

After the rudder had been removed and the stock sent to the shop it was placed on the layout table and the amount of the twist and bend ascertained. Then it was taken to the straightening plate, heated by means of kerosene torches and, by the use of chain tackles, twisted back to its correct position.

According to the old methods it would have been necessary to remove the arms by which the rudder stock is held in position, place the stock in a lathe, and after straightening it, to have shrunk the arms on again. By the new method, which was approved by the Lloyd's inspector, all this extra work was avoided.

The diameter of the stock ranged from 6½ inches to 8½ inches and its length was 28 feet.

Following a consultation with Superintendent Charles Hallock, the plan was devised by William Robbins, superintendent of the Machine Shop, who supervised the work.

It is just such operations as this that make work in the Morse plant more interesting than with concerns where everything is standardized and where no departure from old methods is tolerated. Every problem here is in some respects a new problem having aspects different from every other. In recognizing this and acting accordingly escape is found from that deadly monotony and over systematization that lead to boredom, stupidity, inertia, stagnation and finally ossification—or "bone-headism." The opportunity that Morse workers have to exercise their ingenuity is not least among the things that keep them alert and interested in their jobs.

Pictures by Morse Photographer

Kerosene torches and chain tackles are used to twist rudder post back into perfect condition, saving shipowners considerable expense.

Big Caulking Job Well Done

AMONG big caulking operations undertaken in the Morse yard the job recently completed on the Standard Oil tanker *Sequoya* stands out as a prize "corker." Although an oil carrying vessel the *Sequoya* originally burned coal under her own boilers and consequently had the usual type of coal bunker.

A short time ago oil burners were put in and fuel oil was stored in the bunker instead of coal. Leakage around rivets and bolt heads resulted and when the tanker was sent to our dry dock it was with the order that this bunker must be made tight as a drum and it has been made so, having stood tests as rigid as any ever prescribed.

This story is less dramatic than the one telling of the reconversion of the *DeKalb* into the *Mount Clay*, or of the *Princess Matoika* into a passenger carrier, but the men engaged upon it deserve especial credit for the painstaking thoroughness and diligent application they have displayed to a most tedious task. Every one of the thousands of rivets had to be caulked as well as every inch of bounding board—which is the framework to which the plates are attached.

This required the removal of everything connected with the plates, including the net-work of piping, which on being replaced had to be welded instead of bolted, this being to prevent leakage around bolt heads. Other important operations were done on the *Sequoya*, including the installation of a Row & Davis oil heating system in the double bottom tanks.

The force of workers on the *Sequoya* who won this honorable mention was in charge of Charles E. Crowe of Mr. Hallock's staff who joined the Morse corps of inspectors last September.

Previously he had been assistant shop superintendent at the naval air station at Lakehurst, N.J., where the huge hangar which is to house the 1000-foot dirigibles from England is being erected. His more important experience, however, had been as naval constructor in the U.S.Navy during the war period, when he was stationed for most of the time at the New York Navy Yard.

When asked how it was that the workers on the *Sequoya* seemed to display more than usual "pep" although working on a more than usually tedious job Mr. Crowe laughed like the boy he still appears to be and said at first "Dunno."

Then he thought it over a minute.

"Well," he said slowly, "I hadn't thought of it but I guess it's because we feel we are all working together."

From others, however, we learned more. "That fellow Crowe goes right after everything no matter how dirty or disagreeable the job," we were told, "and all the fellows know that he's ready to go right in with them."

—o—

New Assistant Editor

FRANK POETON, erstwhile newspaperman, whose habitat before coming to New York was Chicago and California, is now assistant editor of The Dial, having succeeded Joe L. Murphy, who recently hied himself off to Chicago at the solicitation of his newly acquired bride. Mr. Poeton, who has already become famous as the "little man with the whiskers" has brought a characteristic Western spirit of hustle to his work. The Dial welcomes him into the Morse family and bespeaks for him the co-operation of every Morse employee.

Lincoln's Gettysburg Address

Editor's Note—History has given us no greater man than Abraham Lincoln. Let us then observe the anniversary of his birth, February 12, by taking to heart his great thoughts embodied in his address at Gettysburg, which follows:

FOURSCORE AND SEVEN years ago our fathers brought forth on this continent, a new nation, conceived in liberty, and dedicated to the proposition that all men are created equal.

Now we are engaged in a great civil war, testing whether that nation, or any nation so conceived and so dedicated, can long endure. We are met on a great battlefield of that war.

We have come to dedicate a portion of that field as a final resting-place for those who here gave their lives that that nation might live.

It is altogether fitting and proper that we should do this. But, in a larger sense, we cannot dedicate—we cannot consecrate—we cannot hallow this ground. The brave men, living and dead, who struggled here, have consecrated it, far above our poor power to add or detract.

The world will little note, nor long remember what we say here, but it can never forget what they did here. It is for us the living, rather, to be dedicated here to the unfinished work which they who fought here have thus far so nobly advanced. It is rather for us to be here dedicated to the great task remaining before us—that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion—that we here highly resolve that these dead shall not have died in vain—that this nation, under God, shall have a new birth of freedom—and that government of the people, by the people, for the people, shall not perish from the earth.

—o—

Association Financial Condition Good

A GRAND balance of $2,298.05 to the account of the Employees Association was shown by the report of the treasurer, M.W.Mead, read at the December meeting in his absence by Edward Hannavin, secretary.

The report follows: Receipts—Relief account, $322.50; dues, $337.75; insurance, $384.85; Brooklyn baseball club, $173.30; total, $1218.40.

Disbursements—Relief account, $470; talent October meeting, $50; salaries, $120; bowling alleys, $70; turkeys, $23.40; masseur for football team, $25; insurance, $427.45; total, $1215.85.

Deposited with insurance company, $824.60; bank balance November 1, $1470.90; disbursements $1215.85; balance $2298.05.

—o—

Nesbit Now In Charge Of Painters

BY an order issued December 30, the Paint and Carpenter Departments were combined into one under the direction of Thomas Nesbit, superintendent of the Carpenter Shop.

John E. Mullaly, who had been head of the Paint Department for a little more than a year, having come to the Morse yard December 8, 1919, has accepted a superintendency at Fletcher's shipyard at Hoboken.

By the merger of the two departments their status of the period before the war is resumed, as up to about three years ago the departments were combined under the superintendency of Mr. Nesbit.

An Excellent Entertainment

ATTENDANCE at the December meeting of the Employees Association held December 22, although good, was much under the usual mark, this being due to Christmas week and to a heavy downpour. Appearance of the New York City Police Quartet was the star feature of the vaudeville show and deservedly so for the bluecoated melody artists made a great hit. The quartet was composed of Frank Campbell, first tenor; George Filhardt, second tenor; Charlie Rayfield, baritone and Bill Donovan, basso. Johnny Leonard presided at the piano.

Coming at a time when the New York Police Department was under a severe fire of criticism the hearty reception and warm appreciation accorded the singing policemen seemed to afford them deep gratification, which should remind us all that there is a great deal to be said in praise of the police department of our great city.

Another number that went big with the boys was Dan J. Harrington's clever ventriloquism which abounded in new gags, some of them aimed at familiar figures in the audience and at The Dial, and also including some funny jingles. A song and dance number by Murphy & Lang and coon songs and dancing by Miss Grace Fisher rounded out the program of the professional artists.

An amateur buck and wing contest brought out three skippers, these being James Malloy and Lee O. Leab, both former Morse employees, and Gene Ryan of the Plate Shop. All performed in a way that brought loud applause but Malloy was acclaimed the favorite and awarded the first prize. Ryan also received a prize.

Improvised impersonations given by President McGuirk in an interval between the boxing bouts brought down the house. After taking off a sideshow barker in a way that convulsed his audience Joe did especially clever work in assuming the role of Digby Bell in Shore Acres and in burlesquing the dialogue of the two leading figures in that great play.

—o—

December Business Meeting

THE December meeting of the Employees Association was held on the evening of December 22 with President McGuirk in the chair. Minutes of the previous meeting were read by Secretary Hannavin and approved.

Joseph Lowe, of the committee in charge of the Christmas party for children, announced that tickets would be available for the brothers and sisters under twelve years of age of unmarried employees and he invited applications but expressed the hope that the tickets be not procured for outsiders as children entitled to admission would thereby be deprived of the privilege.

President McGuirk reported good progress at the minstrel show rehearsals and urged that all concerned attend every remaining session.

A motion was adopted instructing the treasurer to send $10 to each of three members in the hospital as a Christmas remembrance from the Association. It was also voted that a Christmas turkey and fixings be sent to all worthy and needy employees on the hospital list.

At the suggestion of President McGuirk the Association voted to contribute $15 to the *New York Evening World's* Christmas fund for crippled soldiers.

The report of the treasurer, M.W. Mead, was read by Secretary Hannavin and approved.

THE MORSE
DRY DOCK DIAL

A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company, and to the interests of the Company

BERT EDWARD BARNES, Editor
Frank Poeton, Assistant Editor
Willard B. Prince, Art Editor
C.W. Bailey, Photographer
E. Donnelly, Cartoonist

Mrs. Wallace Livermore, Joan C. Sharp, Marjorie H. Davis, Thomas J. Furlong, Thomas J. Plunkett, L. H. Wilson, Margaret McCarthy, and Charles S. Davis, Associate Editors

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Vol. 4 FEBRUARY, 1921 No. 2

It is certain that either wise bearing or ignorant carriage is caught, as men take disease, one of another.—Shakespeare.

Our Big Morse Family

"HOW would you like to have to support this big family?" This question was propounded to us by a friend as we stood near the tree at the Morse Christmas party, around which had assembled hundreds of children.

Since the questioner likes to banter, the query was at first received in the spirit of jest in which it was put, although we felt a real cold shudder down the spine at the idea of keeping such a multitude supplied with even the bare necessities of life at the current prices.

But the question seemed to have a barb in it. It stuck in the mind. And finally it took complete possession as we realized that the expression "our Morse family" which has so often been used in The Dial is not a mere figure of speech, but an absolute fact.

This mental climax came at the moment that Mr. Morse was introduced to the assemblage by the master of ceremonies. Certainly if that question had been put to him it would not have had any aspect or flavor of jest about it when one considers his sense of responsibility toward all of those wonderful children gathered together on that festive occasion.

It cannot be denied that the happiness and well-being of many of those little folk depends upon the success Mr. Morse and his official family have in keeping this big plant of ours busy throughout the year so that the daddies and the brothers of many of those children may have steady employment and prosperity. His ability, his genius, his foresight has builded this wonderful plant and the same competent and generous hands are guiding *us* ahead in this time of uncertainty. Truly he is the "head of our house."

—o—

Men, Mice and Cheese

LIKE the mouse that nibbles your cheese is the loafer who whittles off minutes—and you know what to do with mice. Even should you have mountains of cheese, with factories turning out more, you would still desire to be rid of nibbling mice. But when your supply of cheese is reduced to a point where its entire disappearance is threatened you do not stop at desiring to be rid of Mr. Mouse—you just put him out of business.

During the rush of the last four years, with business from every quarter clamoring for attention, there was, so to speak, cheese a-plenty for both men and mice. By "men," we mean, of course, the faithful conscientious worker intent on giving a fair day's work for a fair day's pay, or maybe even a little better, and by "mice" we mean the shirking, sneaking fellow who worked only when watched, and as little as possible even then, and whose show of pep was confined to the hasty dropping of tools as much ahead of quitting time as appeared safe.

While in those days of plenty the loafer was looked upon as a pest and his nibblings as petty theft the exigencies of the situation left no one with time to lay traps for him and indeed what little work he did condescend to do was held of sufficient value to let him get by. But now conditions are changed. Work is scant and competition is keen. Business will not go to any ship yard where unreasonable charges either for labor or material are exacted.

And so the perverse pest, the loafer, becomes a pernicious peril and he must be treated like the mouse when the cheese runs low—he must be put out of business. On the extirpation of the loafer may depend the honest worker's job. Let's put the loafer out of business.

—o—

Think Of The Other Guy

RECENTLY a terrific explosion took place on a ship in New York harbor on which men from a neighboring shipyard were working. While the fire department was endeavoring to extinguish the flames several volunteers were trying to save a fellow worker whom they knew to be at work in the hold.

They descended into the fuliginous atmosphere of the hold in search of their missing comrade. They returned shortly bearing a human figure from which the clothing had been almost wholly burned, and through which a glimpse of a charred limb was now and then perceptible.

Neither gasp nor groan emanated from the unconscious form. Gentle hands laid the gruesome form on an improvised couch and doctors from neighboring hospitals administered the pulmotor. At last a quiver ran through the frame of the unfortunate; a flicker of the eyelids told two Brooklyn physicians that their efforts had been rewarded. The eyes opened—the lips moved. Was it a prayer? No! Was it a message to loved ones? No! The words those parched lips uttered were: "There's another guy in there." Forgetful of self, forgetful of his pain, his first thoughts were of "the other guy." Through this thoughtfulness another man was saved because this poor soul "thought of the other guy."

How many of us "think of the other guy?" As we work are we thinking of his interests? Are we thinking of the guy we work *with?* Are we thinking of the guy we work *for?*

In many branches of the ship repair industry men of one trade have to wait the completion of certain work by preceding gangs of another trade. If the first gang "thinks of the other guy" the second gang is soon on the job. If they don't a loss of time is involved which acts as a come back to all.

Are you doing your part? Do you "think of the other guy?" Are you doing your work in a manner that may pass inspection but which will make it unnecessarily hard for the man who follows you, or are you thinking enough of the other fellow to finish your job properly.

We were working lately with a fellow in our yard who sweated, fumed and swore at a difficult job on which he was employed. A fellow worker said, "T'ell with it, mate, you

kin get away with that." "Yes," said the first fellow, "I kin get away with it, but maybe the poor gink who comes after me can't," and he turned around and finished the job in a neat, orderly manner. The mechanic who followed him had no trouble with the job, because the first man "thought of the other guy."

Often when the whistle blows we see a hundred men or so trying to get down a gangway or ladder at the same time. We know of two men in the last few years who started for the gangplank as the whistle blew, and through somebody's careless rushing and pushing took a 60-foot fall to death.

We've seen 20 damphools trying to get on the top rung of a ladder at the same time (we've never seen the same bunch run for the bottom rung at 7.A.M.). One may get a good grip on ladder or railing. He's safe —but in moving his body to gain a better advantage he may jostle some poor gink whose soul the next minute may be cursing the jostler for sending it to its Maker unprepared.

We've seen some of these same jostlers stumble due to their own carelessness. What is the first thing they do? As they fall they grab some other fellow. Their own welfare is all they think of—"t'ell wit' the other guy!" We've also seen 600 men go down a gangway in four minutes with safety, and without pushing or jostling. Each had a thought for the other guy.

How many times have we seen pieces of wood with sharp, upturned nails thrown carelessly on the dock or on the deck of a ship where men were at work? Picture what happens when a 200 pound man steps with all his weight on one of these. No one would maliciously throw such material there, but whoever does it certainly hasn't got a heart for the other guy.

Riggers were working at an open hatchway recently. They were making a staging for other workmen with the care and attention that only Morse riggers can give. One rigger was astride a beam which ran athwartships across the hatch, ready to adjust the pivot plank of a staging which would insure safety and protection for Morse workers who were to come later. A thoughtless youngster travelled along the deck dragging a coil of rope, an end of which became entangled with the end of the rigger's plank and came within an ace of sending Mr. Rigger three decks below to Kingdom Come. The kid had meant no harm and rushing to the rigger said, "Gee, Buddy, I'm awful sorry—on the level." " 'Sall right, Kid," said the rigger, "but there wouldn't be a helluva lotta nourishment in that for my wife and kids."

It would have been a blot on this lad's life if he had had the death of a fellow worker on his shoulders—he meant no harm—but he didn't "think of the other guy."

All our lives we should leave things for the other guy as we would want him to leave them for us. A lift—a helping hand—a word of encouragement—a thought for the other guy—go a long way these days. After all, isn't there a lot in the Golden Rule philosophy?

By Tom Furlong

—o—

This is worth thinking about: Men whom we regard as successful, we will see, if we study them, seldom offer an excuse for their failures and never blame others when they fall down.

—o—

Your incivility evidences your inability. Until you can control your own tongue and temper, you cannot properly direct the heads and hands of others.

—o—

A Success Salad

To choicest cuts of Energy,
And eggs of cold, hard Cash,
Add freely oil—Diplomacy—
With salt of Tact—a dash—
Bedeck with leaves of Cheerfulness
And pepper well with Nerve—
Behold your Salad of Success
Is ready—stir and serve.

Calendar Tide Table **FEBRUARY** High Water Governors Is.

SUN	MON	TUE	WED	THU	FRI	SAT
		1 3:21	2 4:17	3 5:07	4 5:53	5 6:33
6 7:10	7 7:44	8 8:14	9 8:42	10 9:09	11 9:37	12 10:13
13 10:54	14 11:42	15 0:21	16 1:28	17 2:47	18 4:07	19 5:14
20 6:13	21 7:07	22 7:58	23 8:47	24 9:35	25 10:24	26 11:13
27 12:05 PM.	28 0:42	New Moon 7th	First Qua. 15th	Full Moon 22nd		

TIME OF TIDE IS A. M. UNLESS OTHERWISE NOTED. HIGH WATER AT SANDY HOOK DEDUCT 30 MIN.

Association Calendar

Collection Committee meets every Monday at 4 p. m.

Finance Committee meets last Tuesday of every month.

Directors meet last Wednesday of every month.

Association entertainment and business meeting last Wednesday of every month, unless otherwise announced.

Entertainment Committee meets 2nd Monday of every month.

Fire Prevention Committee meets 3rd Monday of every month.

Relief Committee meets last Monday of every month.

Employees Association Directory

OFFICERS

President—JOSEPH McGUIRK
Hull Department

Vice President—JOSEPH QUINN
Burning Department

Secretary—EDWARD HANNAVIN
Brass Storeroom

Treasurer—MORTIMER W. MEAD
Office

Directors and Conference Board Members
(d) for Director; (c) for Conference Board

CARPENTERS, JOINERS, PAINTERS AND WOOD CAULKERS—Peter Bresnan (d) Harry Anderson (c) Patrick O'Mahoney (c).

OUTSIDE MACHINISTS—Charles Pearson (d) Al. Cumming (c) William Mills (c).

INSIDE MACHINISTS—John Sweeney (d) Hugh McQuillan (c) Frank Ulsmer (c).

PIPEFITTERS—Michael O'Dea (d) Charles Davis (c) William Martin (c).

BLACKSMITHS — James Tester (d) Edward Meybert (c) Robert McQueen (c).

RIGGERS AND DRY DOCK HANDS—Edward Kelley (d) Eugene Callahan (c) Harry Carlson (c).

COPPERSMITHS, PLUMBERS, PIPE COVERERS—Thomas Hayes (d) Joseph Herzog (c) Wm. A. Bush (c).

BOILERMAKERS — William Jackson (d) Harry Beattie (c) Michael Schilling (c).

OFFICE, ESTIMATORS AND SOLICITORS —Frank Falconer (d) Miss Marjorie H. Davis (c) George F. Keenan (c).

DRAUGHTSMEN, PATTERN MAKERS, INSPECTORS—James M. Donovan (d) Leonard Wallace (c) Thomas C. Rathbone (c).

SHEET METAL WORKERS—Frankie Mack (d) William Ulrich (c) Joseph Bovine (c).

PLATE SHOP—Edward McGibney (d) George Drew (c) Louis Leiser (c).

ELECTRICIANS — Harry Jost (d) Thos. White (c) Al Chisholm (c).

HULL DEPARTMENT — Al. Simendinger (d) David Lyle (c) John Dresch (c).

BURNERS AND WELDERS—James MacFarlane (d) John Beverley (c) William Dralle (c).

MISCELLANEOUS — Including Chauffeurs, Storeroom Hands, Garage Mechanics, Crews of Launches, Timekeepers and Watchman—Carlisle R. Stecher (d) William A. Jarrell (c) Fred Lembke (c).

COMMITTEES

RELIEF COMMITTEE—Morris Levy (Riggers) Archie Campbell (Carpenters) Otto Rochelle (Inside Machinists).

ACCIDENT PREVENTION COMMITTEE—Frank Falconer (Hospital) Joseph Quinn (Burners) David Lyle (Hull Dept.) Samuel Olsen (Chain Gang) Harry Beck (Carpenters) Ernest Hahne (Outside Machinists) J. C. Ballis (Laborers).

SANITATION COMMITTEE—Joe Toomey (Hull Dept.) W. Carr (Pipe Shop) Dan Smith (Plumbers).

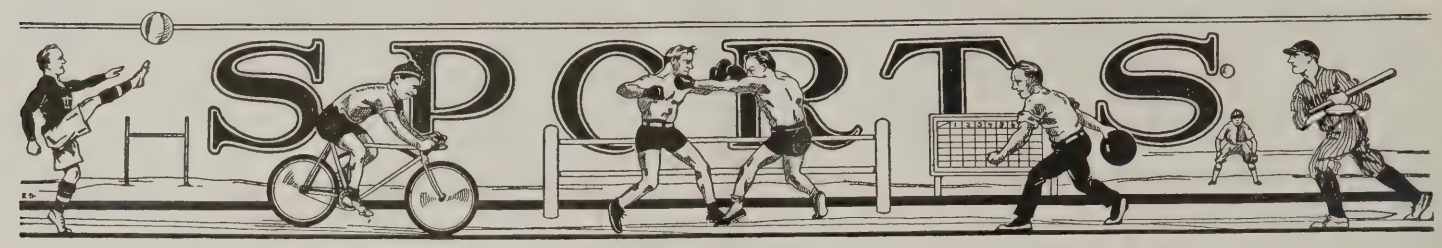
ENTERTAINMENT COMMITTEE — Geo. Drew (Office) William Burke (Carpenters) Jack Finneran (Garage).

FINANCE COMMITTEE—Charles Menzies (Welders) Harry Anderson (Carpenters) Michael O'Flaherty (Air Plant).

WELFARE COMMITTEE (Embracing Yard Collections) — Frank Falconer (Hospital) Joseph Frank (Dock Hands) John Sweeney (Machinists).

BOWLING COMMITTEE—Henry Rochelle (chairman) Harry Anderson, Jack Gannon, John Kelly, Adam Lester.

FIRE PREVENTION COMMITTEE—Louis Leiser (Plate Shop) Harry Gardner (Burners).



Hepburn Floors Young Happy

JOHNNY HEPBURN'S knockout of Young Happy after one minute and fifteen seconds of fighting was the sensational feature of the boxing program which followed the business session and vaudeville entertainment at the December meeting of the Employees Association, December 22.

Both boys are in the Hull Department and while Happy has long been popular as a clever boxer Hepburn was known chiefly by reputation, not having performed here but being advertised as having won long strings of fights in Scotland and at Quincy, Mass.

However, it required but a few moments of scrapping to show that Johnny's reputation was well deserved, for while fighting in open style and displaying nothing particularly new in tricks, he certainly showed he had a mule-kick punch. In the brief time the battle lasted he floored Happy three times, the third time for the count.

In spite of this Young Happy was still full of fight and wanted to go on. Referee Billy Burke stood firm, however, and in this he had the support of the fans, although they had been wildly excited by the fireworks. Comfort in the way of a promise for a return match was given and it is expected Hepburn and Young Happy will soon appear on another Association bill.

Hepburn weighed in at 126½ pounds and Happy's weight was 125½. Both were in the best of shape. Billy Burke was selected by the contestants as referee and Billy McEwen and Walter Crawford of the Hull Department were agreed upon as official timekeepers.

Burke called both men to the center of the ring and laid down the rules. The bell sounded and they came to the center and sparred for an opening. Happy led off with a light left jab to Hepburn's mouth and crossed with a right that made Hep realize he had a scrap on his hands.

The crowd started yelling to Happy to finish the bout right there but Hepburn at once came back and sent a hard left to the stomach and crossed a right that landed on Happy's jaw. Happy went to his knees and took a count of three then sprung up and rushed Hepburn who sent a terrific left to the jaw. Again Happy hit the canvas, staying down this time for the count of eight. Once more he tried the rushing business, this time to meet a solid right hand smash in the chin that sent him to the land of nod for about two minutes.

The opening bout of the evening was between Johnny Gannon of Brooklyn, and Young Marco, a promising young flyweight. Gannon is said to have boxed more than 250 matches in this country and overseas, where he entertained the boys in the trenches for the Knights of Columbus. After three rounds of furious fighting Marco slowed up and Gannon thereupon showed his sportsmanship by easing up some himself, so that the bout was finished with each man giving a good account of himself. Gannon was warmly applauded for using his head and affording an example to other boxers who sometimes forget that these are supposed to be friendly and scientific exhibitions of the manly art of self-defense and not brutal and demoralizing slugging shows.

Andy Cortez of the Electric Department boxed four fast rounds with Bowser McGowan, the veteran lightweight, who has met most of the leading lightweights in the country. It was a good fast bout and each man was given vociferous cheers at the finish.

Young Kramer of South Brooklyn met Young Menzies of the Hull Department and the boys went at it hammer and tongs. Menzies has a peculiar style of fighting and before Kramer had got on to all his tricks the bout was over. This match, which showed the crowd on its toes from start to finish, ended with honors a bit in favor of Kramer.

Outing Trophy On Display

PARTICULARLY handsome and also "different" in design is the loving cup donated by Mr. Morse as the departmental trophy to be contested for annually at the big Morse field day and picnic, and which was won at the 1920 outing by the Burners.

It should be noted here that James Murphy (2313) of the Burning Department won 19 out of the 29 points which enabled his department to capture the prize.

Harry Anderson, Carpenters' snapper and chairman of the athletic committee of the Association, and Lieut. W. S. Mygrant, who had been entrusted with the task of selecting and buying the cup, are to be complimented on the splendid choice they made.

The trophy was delivered Christmas week, and is on display in the trophy case in the main entrance.

John Kelly of the Pipe Shop has another knockout to his credit. Some punch that boy's got.

Save money by saving paper.

THE DIAL will welcome from its readers suggestions for Safety First talks that can be illustrated and printed as full page lay outs on the third cover page. In the September issue we printed pictures and text showing the right and wrong way to open a gas or oxygen cylinder. This idea was submitted to us by Alexander Moffat of the Burning Department. This is the kind of help we appreciate and we are only too glad to give credit to anyone who will help to make the magazine of value and interest to Morse employees. Just drop a note in The Dial box to be found at the gate or at the entrance to the North Building and we'll do the rest.—Editor.

Bowlers In Close Race

UP to and including January 17 the high individual score in the yard bowling tournament was held by Harry Anderson of the Carpenters with 245. High individual average was held by Henry Rochelle with 179. High Team score, 899, was held by the Carpenters.

At the close of the games on January 17th the standing was, Office, won 13, lost 3, average, 812; Inside Machinists, won 12, lost 3, average, 800; Carpenters, won 13, lost 4, average, 764; Timekeepers, won 12, lost 4, average 750; Pipefitters, won 8, lost 8, average 500; Dock Hands, won 7, lost 9, average, 431; Riggers, won 7, lost 10, average, 410; Copper Shop, won 7, lost 10, average, 410; Plumbers, won 3, lost 11, average, 214; Hull, won 2, lost 9, average, 181; Outside Machinists, won 0, lost 13, average, .000.

On the 27th of December the Tantalizing Time Tabulators added several units to their column of digits by defeating the Capricious Carpenters in a game that made even the hirsute adornment on Chief Day's cranium stand on end. This was so far the liveliest game of the tournament, ending 591 to 590 in favor of the Thaumaturgical Timekeepers. Charley Sharkey sent the pellets down the declivity for 140 pins, Jack Gannon punching in 125 and Chief Day added 119 to the recapitulation sheets. Fisher and Martinez also ably assisted. For the Conquered Carpenters Devine chopped off 176, Anderson planed off 155 and Smith and Amundsen chiseled out 137 and 122 respectively.

The Time Tickers then took the Dock Hands good ship Ambition and towed her out in the stream where she anchored with a displacement of 563 pins to the Timekeeper's 659. Sharkey for the Cartulary Clockers sent the glabrous globes down the slippery slide for 146, Chief Day threw them down the alley with velocity and precision for 142 with Fisher knockin' 'em dead for 130, while Martinez and Gannon took up the time cards. For the Dextrous Dock Hands, Hohorst sent them down the ways for a total of 162, Fox cradled 152, Lansing submerged 130 and Everett 119.

The Boys from Across the Street then got hunk on the Six-Section Sandows, pestering the palisades for 164 while the Dock Hands embarked with a slight list to starboard having a deadweight of 509 pins. Anderson of the Karpenter Kids mortised out 170, Tom Smith planked the wooden pellets along the teakwood deck for 142, Devine scattered 131 dowels, but Amundsen dovetailed the job with 171. For the 30,000-ton Beauties, Fox put the keel blocks under 160, and Lansing put the grappling hooks on 128, while Hallock and Hohorst stood by.

The Rambunctious Riggers threw the Pertinacious Pipefitters' hopes down the hatchway to the tune of 559 to 356, Ames of the Riggers splicing 123 strands, A. Carlson putting the jack under 120 and O. Carlson 119, while Collins and Wal-

ler helped make fast. The Puissant Pipefitters put up a black malleable total of 133 while Ordemann opened a globe valve for 124, and young Brown threaded off 99.

The Riggers then rolled off another game at the expense of the Outside Machinists who failed to appear, A. Carlson going up the Jacob's ladder for 180, O. Carlson throwing a hawser around 161, Ames getting a half-hitch on 128 and Collins and Waller pulling 120 and 115 out of the debris.

The Popular Pipefitters profited also by the non-appearance of the Outside Machinists on the roll off, putting up a riser of 636, Kelly putting the stock and die on 173 while Ordemann got 117 in the vise, Szutarski flanging 158, while Brown and Everett got the rest of the fittings.

On January 3 the Wonderful Woodworkers won two games by forfeit, one from the Plumbers and one from the Outside Machinists. On the first roll Harry Anderson broke the Tournament individual record held so long by Herr Rochelle, by knocking the timbers over for 245, while A. Amundsen rabbeted 191 and Tom Smith marked down 143 on his Form 73.

On the Carpenters' second roll off Anderson mortised out 189, Amundsen sawed off 179 and Tom Smith finished off with 177.

The Office force on the same night beat the Copper Shop 726 to 622 and the Inside Machinists 808 to 733. Rochelle salted down 161, McLaurin massaged the slippery driveway for 153, Taylor audited 157 while Mead and Moore added 125 and 124 to the overhead. For the Coppersmiths, Lansing coppered 157, Rucker brazed 136, Semmack put 132 in the crucible and Farrell and Hayes helped fill the work order.

The Inkslingers' game with the Interior Mechanicians was a corker, Cyrus McLaurin putting his O.K. on 214, Taylor writing 188 on the parchment with Rochelle next lowest bidder with 163; Moore and Mead were again on the payroll with 136 and 107 respectively.

The Inside Machinists then turned on the Coppersmiths, winning 759 to 646. For the Interior Mechanics E. Ulsamer put 160 in the chuck while Brother Fred filed off 159, Cassell put his calipers on 149, Lock tooled off 146 and Froberg micrometered 145. For the Coppersmiths Lansing made a template out of 178, Farrell and Hayes put a coping on the cupola with 138 and 119 respectively, while Semmack and Genaway helped with the fusion.

On January 10 the Inside Machinists took the clocks apart on the Timekeepers to a tune of 759 to 666. For the Micrometer Manipulators E. Ulsamer put his calipers on the ball for 189, Gus Froberg put 148 on the crane, Cassell finishing off 146 while Fred Ulsamer and Lock put in a work order for 141 and 135.

For the Clockers Kid Sharkey turned in 179, Jack Gannon registered 129 while Fisher, Day and Martinez turned in a good report.

The Inside Machinists won from the Pipefitters by forfeit, rolling off 751. Old Boy Cassell got back to his stride with an output of 182 from his lathe, with Lock putting a monkey wrench on 153, E. Ulsamer and F. Ulsamer putting on the power for 148 and 137 respectively and Gus Froberg machining off 131.

The Riggers won a game by forfeit from the Copper Shop, Hollins hoisting 166, Ames making a fender of 140 and Waller and F. Carlson pulling 126 and 112 out of the cargo hatch. The Riggerinos also annexed a game by forfeit from the Hull Department, F. Carlson putting a jack under 124 while Waller, Ames and Hollings gave a hand with the lines.

On January 17th the Omnipotent Office Oracles put two more games in the filing cabinet, taking one from the Circumspect Carpenters by 877 to 834 and one from the Rampant Riggers by 707 to 527. In the Carpenters' game Rochelle solicited the pretty total of 193, Frank Rose entered 187 in the Kredit Kolyum, Cy McLaurin negotiated 176, Taylor made out a work order for 165 and Moore mimiographed 156. For the Wood Artists, Amundsen put up a pedestal of 203 on top of a solid foundation of 182 by Anderson and 181 by Tom Smith while Pete Bresnan and Devine put on a veneer of 149 and 119.

In the game with the Riggers Henry Rochelle was the highest bidder for the Office with 151, Taylor tore off 146, Cy McLaurin took 144 out of the cost system while Rose telephoned to East New York for 143 and Moore took 123 out of one of the pigeon holes. For the Riggers F. Carlson got a half hitch on 149, Ames put a slip knot on 132 and O. Carlson and Wallert made fast with 123 and 113 respectively.

The Recumbent Riggers rapidly resuscitated and then endeavored to conquer the Confident Carpenters but to no avail, the Carpenters knocking them off the scaffold by 787 to 544. Harry Anderson put a cleet on the mizzentopmast of 215 while Amundsen put 203 nails in it to make sure of it. Tom Smith put up a railing of 154 while Pete Bresnan touched up the repair work for 142 and Johnson gathered up the debris. For the Riggers, Ames went up in a boatswain's chair with 165, O. Carlson got as far as the crow's nest with 156, while Waller and F. Carlson tended the lines, but the Carpenters' total was too high for them.

The Dock Hands then cradled the Copper Shop and submerged them rapidly, floating off on an even keel with a victory of 622 to 587. Louis Hohorst kept up a good water supply, putting 142 on board, Fox put the air on 126 and Lutz and Jack Lansing raised 121 each on the old pontoon while Knipe megaphoned 112. For the Copper Massagers Lansing pulled 180 out of the crucible, Farrell made a template of 160 while Loeffler and Semmack massaged the malleable metal for 127 and 120.

Due to the Plumbers' absence the Dock Hands had a lead pipe cinch with the second game, rolling off the forfeited pasttime for a total of 638. Fox raised 145, Lutz lifting 136, Knipe elevated his pontoon for 126, Martin and Kelly docking 122 and 109. The Dockers would have been dangerous contenders had they not forfeited so many games in the past.

With the Fight Fans

A SPIRITED boxing bout was staged in the ring at the Assembly Hall during the noon hour on December 27, the contestants being Mike Horan of the Main Store Room and Joe Oreo of the Riggers. The boys had been preparing to settle an argument with bare fists on the street but friends pointed out that this was against the law and urged a regular bout with gloves under the eye of a referee.

They agreed and quite a bunch of fans assembled. Billy Burke was referee. The boys went at it hard and heavy, each displaying more gameness than science. Oreo appeared to get the worst punishment but neither was ready to quit when the referee stopped the bout at the end of the fourth round just before the whistle blew. The fans present were all in favor of the two being matched at an Association meeting and Burke promised to arrange for it.

Achieves A World's Record

A WORLD'S record for continuous engine service is claimed for the auxiliary six-masted schooner *Katherine* which recently visited the Morse yard for repainting and new propellers.

The schooner is owned by the Philippine Vegetable Oil Company, of New Jersey and since she started on her maiden voyage from San Francisco as an auxiliary in 1919, she has been completely around the world, then to the Philippines and from there to New York via the Panama Canal. Captain H. Hopner is in command.

According to the record kept by Chief Engineer Frank Uhlein the *Katherine* has been in operation 272 days since her Diesel engines were installed and in that period she has made 45,396 miles. During this entire period the total time her starboard engine has stopped is only seven hours and thirty minutes while the stoppage figure for the port engine is 20 hours and 27 minutes.

"This is a world's record for auxiliaries for continuous running," said Mr. Uhlein. "It is equal to any showing made by the best of steamships. The *Katherine* in all the 45,000 miles she has covered since the Diesels were installed has had no breakdown at sea."

The *Katherine* was built in Scotland 34 years ago and after a long career as a sailing vessel was converted into an auxiliary in 1919 and given a new lease on life.

She attains eight knots an hour under steam and the aid of her sails often brings her speed up to 11 knots. For the next twelve months the *Katherine* will operate in and about the Gulf of Mexico, carrying fuel oil from Tampico to Arangas Pass, Texas, for the International Oil Transport Company.

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Our New Labor Foreman

JAMES F. GOERKE who was put in charge of the labor department recently, has a notable record for public service. Mr. Goerke, who came to the Morse company, October 6th of last year, lives at 356 83rd Street, Brooklyn. He was born at Columbia, Pa., July 23, 1876, and educated in the public schools and at Pennsylvania State College.

He is a veteran of the Spanish American and the world war, and served a "full hitch" in the navy. For a period of 26 years he has been in the U.S.Navy, Naval Militia and National Guard. He was employed by the Isthmian Canal Commission for the Nicaraguan Canal Surveys, and later by Haupt & Franklin, dock engineers and contractors.

He worked on the Catskill acqueduct for the Board of Water Supply and on the New York City subways for the Public Service Commission. His last two years of service were with the Public Works Department, U.S.N., in the New York Navy Yard, where he engaged in dock and general construction and as assistant to the shop superintendent of the labor department.

Moreover, Mr. Goerke is, with all his efficiency, an affable and genial "human."

Johnny Hepburn is getting into condition to meet Dutch Brandt at the Ridgewood Sporting Club, Brooklyn, on the afternoon of Saturday, February 12, Lincoln's Birthday. They expect a large delegation from the Hull Department.

Guard stationery as you would money, it represents money.

PEN INKLINGS

By Edwin E. Donnelly, Dial Cartoonist

RED HOT
WHY, THIS HAS KEENEYS BEAT A MILE
YOUR EYES HAVE TOLD ME SO-O-O
AT THE CAFETRIA BETWEEN 11:30 + 12 NOON
CAFETERIA
COFFEE
I TELL YER MAC, IF ANY OF THOSE DIMES FALL THROUGH TO-DAY THEY WONT GET BY ME"
YES SIR, THIS IS PRETTY GOOD BREW THEY ARE PUTTING OUT— I WONDER HOW THE SOUP IS TO-DAY"
MACFARLANE
BURNING DEPT.
MOFFAT
"LET'S IN ON THE CRAFT, MAC"
←PART OF MAC'S OFFICE STAFF
OLD BLACK JOE-O-O-O
"THAT'S THE STUFF TO GIVE 'EM'"
H. GOLD
AT THE MINSTREL REHERSAL
"Coming"
In the March issue of the Dial, a full page cartoon covering the Morse Minstrel Show
E. Donnelly
"Watch your step"
I'll get you yet.
DEAD
MY BUSY DAY
ARE YOU RELATED TO THE COOK?
"OH-O-O-O HOW I LOVE YOU DEAR OLD PAL"
SOME PULL, I'LL SAY HOW DO YOU DO IT?
APPLE PIE
HEY— IS THERE A KICK IN THAT?
"THEY TELL US MR MEAD IS DIETING"
"ALL GOOD THINGS COME FROM ABOVE" IS THE SLOGAN OF THE BURNERS OFFICE THESE DAYS THAT IS, SINCE THE CAFETERIA HAS MOVED IN UP-STAIRS
"AND WHEN SHE SHIMMIED, SHE—"
"YES, YES, GO ON-"
JOE LOWE OUR ANNOUNCER, AT THE XMAS ENTERTAINMENT WAS ALMOST VAMPED BY ONE OF THE DANCERS
THE BROWN DERBY
2" PIPE
M.P.S.
THE DEACON
TRENCH SHOES
WILLIE BERGERSON— PAY ROLL CLERK OF THE PIPE-SHOP IN TRAINING DURING LUNCH HOUR ON PIER-2.
"WHERE'S THE FIRE TO-NIGHT BOYS"
MRS B
NOW- DEAR COME HOME EARLY"
LET'S GO!"
CENTRAL AV AND R.R. CROSSING
ST. ALBANS L.I.
MR BENNER ANSWERING A FIRE CALL DURING THE NIGHT AT ST. ALBANS, LONG ISLAND
"JINGLE BELLS— JINGLE BELLS-
-JINGLE ALL THE WAY—"
OLD BOY SANTA CLAUS PARADING AROUND WITH THE KIDDIES AT THE XMAS TREE PARTY

Among Our Old Timers

How He Got An Increase

WELL up toward the top on the roll of old-timers stands the name of Robert Wilson—to give "Bob" the birthname by which he probably never once has been called during the thirty years he has been in the employment of Mr. Morse.

Bob says the only other man he can remember as being in the first Morse shops who is still employed here is Paddy Crossen. Starting to work as a handy man Bob served as a holder-on and later as a driller.

Bob Wilson

It has been said by Paddy Carr, who was foreman at that time, that Bob was as good a driller with hand tools as he ever knew.

Our veteran fellow-worker tells a story about the time Mr. Morse first got an electric motor, a vehicle on three wheels, to drill holes. It seems that when the boilermakers tried to work the machine they broke several drills, each of which cost quite a bit of money.

At last Foreman Carr called Bob Wilson to the task and to the surprise of everybody he made good. Mr. Morse, who was a bystander at the time, called Bob aside and gave him an increase in pay and that increase, coming as it did, voluntarily, proved to Bob, so he says, that Mr. Morse was the right kind of a man to work for and he has continued to think so ever since.

Although so long a city dweller, Mr. Wilson often recalls a period of ten years of his life, from 12 to 22 years, that he spent on farms in Illinois, and his ambition is that he may yet acquire a tract of just the right size to work himself, with perhaps the assistance of his son Clarence G. Wilson, who has been in the Morse service for ten years, most of the time in the Hull Department tool shop.

He is now in charge of the Boiler Department tool room.

"As a man gets on in years," says Mr. Wilson, "He wants to find himself where he is not dependent on a landlord for shelter and the stores for food. You don't handle much money on a small farm of your own but there's always a home and something to eat."

Family life is still lived in the good old-fashioned style at the Wilson home, 348 19th Street, Brooklyn, with Mrs. Wilson, Clarence and one unmarried daughter sharing with the veteran Morse worker in its blessing. Two other daughters are married, these being Mrs. Blanche Stevenson, who has presented her parents with a granddaughter, and Mrs. Maud Sword, a newlywed. The daughter at home is Miss Anna Wilson, who is 17 years of age.

"Bob" is a homebody—he likes to read the paper and smoke his pipe, tell stories of his younger days to the family group and take short strolls with his only pet—a collie dog. He is a member of the Maccabees and usually attends lodge meetings.

No account of the Wilson family would be complete without a story of Prince, the collie dog who likes to be talked to and to talk back and all in the house are convinced he knows more of what's said and done than lots of humans could catch on to.

Prince knows where each member of the family keeps his or her slippers and will run and get the particular pair asked for without ever making a mistake. He loves this fetch-and-carry business and is handy as a messenger. Prince is always on the lookout for any member of the family who may be out and when the girls, now married, were at home he always started off with them to work and went to meet them at night. When the girls went away he transferred this attention to Bob and his son Clarence and he is always on the job.

Prince Wilson

Prince's disposition is long-suffering almost to the point of angelic and he allows himself to be mauled and hauled by all the children of the neighborhood, who just love him. Yet he is still a good watchdog and suspicious of questionable-looking strangers.

A Tip To The Passer Boy

FIRST—See that you have a good pair of pickups and a can that doesn't leak. The fellow under you does not care about getting a shower bath of red hot soup.

Don't expect the holder-on to do all the looking for short and long rivets, for he sometimes has all that he can do in seeing that the head of the rivet is "up."

Tell your heater far enough ahead when a change in size of rivets is needed so that he can have them hot for your riveter when they are needed. When you come to a butt strap and no long rivets are yet hot signal for short ones so that there is no lost time in waiting, and drop back to the straps later and get the long ones. That makes everything run along better and more can be accomplished.

After all of the rivets are driven up, tell your heater to put out the fire. That will save fuel and the stove and rivets won't be apt to be burned up. Remember, fuel and rivets cost money.

When it's time for you to take out bolts, don't go to sleep in some dark corner. You may be discovered and that nice little can you are using will be tied on pretty.

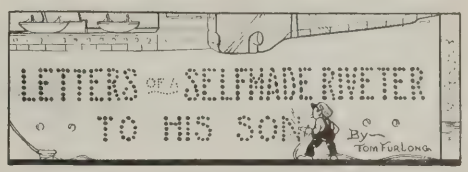
Get in and help and be one of the gang. Passing rivets is not just picking them up and passing them on like some people pass the buck. It takes eyes and the use of your head to be a good rivet passer.

The Stowaway.

—o—

Don't count your poultry before it is incubated; also don't count on that "other job" being *the job*. *No-accounts* are usually people who "count" too much.

Bring down the overhead in your department, conserve stationery.



MY DERE SUN MICKEY, here i am agen jest like george Washington, d. c., with his little hatchit.

Well, Mickey, i diden't get A chanst last time 2 tell U about the Crismus tree Party witch the Mployees Association giv 2 the Kids. Yore Muther & Me wuz thair with little Paddy & Jerry & Denny & Baby Cornelius, they all got Boxes of Candy & A drum & sets uv tranes 'nevery Thing.

Big Geo. Drew wuz Sandy Claws & he ast A Kid wot she wanted & She sed A baby sister & george sed he wood send It next Crismus.

Little Jerry sor Miss Jensen bossen the job & he sed, Hay, Pop, is that Sandy Clawse's Muther. Gee, if she had of herd him i wood get a Xtra doas of i & dry wen i went up 2 the Horspital agen. Geo. maide A fine Sandy Claws even if he did shimmy the Holy City.

Things is slak here now, Mickey. Guys who useta think nuthin about runnin around the Klock R now running around the dock.

Tommy Boyle sez he's shaipin up so mutch laitly that he's losin his shaip all 2 gether. Tommy is A Old timer who remembers back 2 wen Louis DeGroot had only 4000 $ in the bank. A helper oncet ast Tommy how thay diskovered iron & Tom sed they dident diskover it—they smelt it.

Little Pete, witch is a Batchelor & witch is Blackies Rite hand man, give a Party on New Yeres & A lotta pretty Girls wuz thair & Pete wanted 2 marry 1 of them only He coodent get her Husbind's consent.

Tom Cavanaugh rote A Pome & sent It 2 a Maga Zeen & they sent Tom A dollar 4 It. Tom tolled Mr. Crawford they aint mutch muney in Potery but theys A helluva lotta Potery in Muney.

Joe McGuirk wuz unmaskt 1 day last weak. U know every Buddy thot Joe wuz a Simp a Thetic guy. A feller wuz tellin Joe how he wuz shapin up 4 a weak & Joe had his hankachif up 2 his i's & reel tears wuz kumin outa them. Joe wuz tellin the guy how sorry He wuz & his hankerchif fell on the Plate Shop flore & A raw onyion rolled out of it. The rane & the snow is makin Tom Cavanaugh's garden wither away. Hoping U R the saim, I remane, Your luving Father.

—o—

John Powell Heard From

JOHN POWELL, known as the "dry dock poet," because of his contributions to The Dial, is now living in Lachine, Canada, having departed from Bay Ridge several months ago to make his home where he spent his boyhood days. Powell, whose pen was mighty in its power to create fun, recently sent a postal card to The Dial editor upon which he wrote: "Fond memories prompt me in writing this card and I'm lonesome again just to see the old yard." Must be something about the good old place to make most every one who leaves here feel that way. We know what it is but do you? Powell, by the way, was always a booster and he has been greatly missed by his many friends. His address is 8 18th Avenue, Lachine, P. I., Canada.

Painless Shopping

"MY, but I'm glad the holidays are over and I can have a little relief from shopping!" sighed the mother of one child, meeting an old friend, the mother of three, for the first time in many months. "I get so absolutely worn out, just from dragging Bobby around, that I should think *you* would go crazy, with three children. Or do you keep a maid?"

"No, I have no maid," replied the mother of three serenely. "But I have worked out a system of painless shopping which has been a great success, not only for me but for several of my friends who have also tried it."

"Painless shopping!" gasped the first woman. "I didn't know there *was* any such thing, except for the very rich, who ride around in comfortable automobiles, and *never* have to be economical. What's your scheme?"

"My scheme is simply a carefully worked-out schedule of co-operative baby-tending, whereby two of my married friends and I arrange to check our children with each other and thus gain one absolutely free day every week or so, for shopping.

"Going shopping without having to drag a tired child around with you, or rush home to one, is therefore painless, even though I do have to count my pennies pretty carefully to keep within my allowance."

"Tell me all about it—every detail," begged the tired mother of the tired little four-year-old who had been dragged through four different stores that afternoon.

"It is all quite simple," said the discoverer of the "painless shopping" method. "Two of my friends who live near me and like me, have agreed with me that it is hard on both mothers and children to go shopping together. So when I go shopping Mrs. White, my friend with two youngsters, looks after my two, who aren't old enough to go to school, gives them their lunch with hers, and has their faces washed and their wraps on, ready to turn them over at half past one to Mrs. Brown, who has one baby and usually spends all the afternoon outdoors with him, anyhow.

"Mrs. Brown looks after them till half-past four and then brings them home and if I have not yet returned, brings them in and amuses them till I arrive. If the day is rainy, she has her choice of taking my children to her house for the afternoon, or bringing her baby to my house and spending the afternoon there.

"Of course Mrs. White has a harder morning with four children to watch than she would have with just her own two. And Mrs. Brown's afternoon is not quite so easy, because she keeps an eye on my two in the park, as it would be if she were alone with her own baby. But each woman prepares and plans for the extra responsibility, because she knows it earns her a day of freedom for her shopping.

"Mrs. Brown and I then take turns looking after the White children, half a day apiece, and then Mrs. White and I take turns with the blessed Brown baby. Thus each of us mothers gets a free day.

"As for the children, you'd be surprised how good they are. Children usually behave better for a school or Sunday School teacher than for their own mothers, anyhow, I have observed. They love the treat of 'going visiting,' eating lunch away from home, going walking with another lady, etc.

"Each of us mothers agrees that the extra work of caring for each other's children is very slight compared with the effort of taking them shopping with us. Enlist the co-operation of your friends and neighbors who have children but no maids, and make your shopping days painless, too."

Cleaning Tools

A GOOD many women can remember when the housekeeper's entire cleaning equipment consisted of a broom or two, a dust-pan, a scrubbing brush, a long-handled mop and a feather duster. Twice a year carpets were taken up, stretched on the clothes line and beaten, usually with a piece of hose fastened to a broomstick. And they called those the "good old days!"

To-day the stores are full of the most fascinating and diverse cleaning utensils—brushes of every description, dust cloths and dust mops, cleaning and polishing fluids, and long-handled brushes and dust-pans to save stooping on the part of the worker.

Before buying any new device, ask yourself whether you *really* need it, and whether it will positively lighten some task, or whether it will merely duplicate some other tool which you already possess. On the other hand, have *enough* cleaning implements so that your work may be done most quickly and efficiently.

Never start a day's cleaning with soiled dust and polish cloths. If you always shake or wash them thoroughly after you finish using them and before putting them away, they will be fresh and therefore efficient when next you wish to use them.

Keep your cleaning things all together in a convenient place. Have a closet or cupboard especially for them if possible. Brushes and brooms should hang, not stand, when not in use, to preserve the straws or bristles. String mops should be washed frequently in hot suds, with washing soda to cut the dirt. After drying, a few drops of oil may be sprinkled on string mops, as that will make them take up dirt better.

Clean carpet sweepers frequently, emptying box on dampened newspaper, cleaning hair and strings out of brush with a button hook or scissors. Keep bearings of carpet sweeper or vacuum cleaner well oiled.

How to Wash Corduroy

CORDUROY is a kind of cotton velvet which may be washed with great success provided it is not rubbed on a board, squeezed, pressed through a wringer, or ironed. If corduroy garments are made at home, stitch seams with a loose stitch to prevent puckering when the garment is washed. In case the garment is lined, loosen the lining at bottom before laundering, to prevent sagging. This would apply especially to baby's coats.

Use a solution of mild soap and warm, not boiling, water. Souse the garment up and down in the soapy water, and put through several soapy waters before rinsing, if the garment is very much soiled. Rinse in several lukewarm waters till no more soap comes out. *Do not wring*, but hang up dripping wet.

It a coat, dry on a coat-hanger rather than by pinning to a clothes line. Dry in the wind if possible, as that will hasten the process. In cold weather it sometimes requires twenty-four hours to get a lined corduroy coat perfectly dry. Never let it be worn until it *is* perfectly dry.

After the garment is quite dry, brush briskly with a clean whisk broom to freshen the nap. Of course more pains are necessary in washing white corduroy than dark colors, but the task is not especially difficult even in the case of white.

Invisible Darns That Last

STRONG thread, about No. 50 or even 40, is much better for darning little runs and holes in the legs of children's ribbed stockings than darning cotton. In the first place, it has a dull finish, and does not shine so conspicuously as a darn made with mercerized darning cotton, which is what most mothers use.

In the second place, thread is stronger than darning cotton, and the darn will hold longer. If the darn is made before the stocking is sent to the wash tub, and made from the right side, with careful stitches, it will be practically invisible, and never wear out, as darns made with soft darning cotton soon do.

A run gets longer if the stocking is washed, wrung and hung to dry before being mended, as every little pull and twist tends to lengthen the run. A stitch before wash day often saves nine that would be needed the day after.

Some friends are like house cats—they purr around you, not because they love you or would do anything for you but because they enjoy your kindness to them.

A woman is a fool to marry a man who wants to go on taking training in the school of experience in the night classes.

When company come in at the door, relaxation flies out at the window, but the housekeeper cheers herself by saying inwardly, "Well, anyhow, I won't have to have them here again for a long while."

A Glowing Success

COMMENT upon the children's Christmas Tree celebration given by the Employees Association is at this date somewhat belated but one of the difficulties of a monthly publication is that timely treatment of all topics is not possible. Credit should be given where credit is due, however, and thus far no adequate recognition has been given to the splendid work done by the Christmas Tree Committee and to its helpers.

The idea of giving a Christmas party to the children of Morse workers originated in 1919, when practically the same committee which handled that for 1920 was in charge. Mrs. Morse took an active interest from the very outset and gave liberally of her time and energy while Mr. Morse gave substantial financial support.

For the 1920 celebration Mrs. Waterman was made active chairman of the committee with Miss Jensen, Mrs. H.L.Anderson (Florence Fenk), Joseph Lowe and Charles Jennings as her associates. This committee held various meetings, first determining the amount of money that would be available and then planning the buying campaign.

The actual purchasing of gifts involved a tremendous effort since the situation in the toy trade was far from a normal condition. The committee sought to buy gifts that were well worth while and yet at the same time they tried to get them at prices that would not overtax their financial resources.

All this meant much shopping, both wholesale and retail stores being visited and careful selections being made.

Buying mostly at wholesale prices the committee was able to get high grade articles. As a result the gifts at the last party were much more expensive and worth while than was the case the year before. This was due to the fact that the committee had much more time to plan and because the experience of the previous year had shown the necessity of getting better gifts.

One of the new features at the last affair was the donation of prize gifts by heads of departments. Although this giving was optional with the department chiefs, in almost every case gifts costing between $5 and $18 were made. Unfortunately the confusion that resulted in the drawing and in making the winning members known to the audience, was not anticipated, but next year it is probable that a blackboard will be provided upon which winning numbers may be posted in full sight of every one.

Despite the difficulty in announcing the prize-winners the distribution was fairly made and everybody appeared satisfied except the committee itself.

Problems of various sorts confronted the committee as it progressed in its work, one of them being the finding of storage rooms for the gifts, which had to be put in places for safe-keeping. As a consequence the hospital and Mrs. Waterman's apartment were cluttered up for weeks, appearing more or less like toy shops in a Christmas rush. Then after the gifts had been purchased and delivered came the unpacking, the repacking in individual wrappers and the labelling for distribution. All this took far more time than is easily realizable.

The packing of 3000 boxes of candy was a task undertaken by the entire woman contingent of the Morse plant but the getting of this force together and the serving of the supper involved much time and effort.

Add to all this the details for securing the hall, the decorating, the printing of tickets and cards, the entertainment, the actual handling of the crowd and finally the distribution of the gifts and it will be seen that the work involved was stupendous especially when it is considered that the committee was a small one.

The affair was one in which the women of the Morse organization participated to a greater extent than is possible in most yard affairs. In this connection the following letter speaks for itself:

January 6, 1921

Mrs. Margaret Waterman, Chairman
Christmas Tree Celebration Committee:
My dear Mrs. Waterman:—On behalf of the Employees Association I wish to extend to you and to the other members of your committee our appreciation for a most enjoyable and successful entertainment. The reports received indicate that the children and their parents thoroughly enjoyed the afternoon, and this feeling I know was only made possible by the energetic and efficient work of you and your associates on the committee. The employees join with me in wishing you a happy and prosperous New Year.

Yours very truly,
Employees Association of Morse
Dry Dock & Repair Company.
JOSEPH McGUIRK, President.

Baby Pictures

WE will use a full page of baby pictures in the next issue of The Dial. There is room for one or two more. If we receive them within the next few days we will be able to publish them in the next issue.

Morse Band Plays In West Point

THE fame of the Morse Dry Dock Military Band is spreading. One recent engagement was for a ball at West Point on the last night of the old year. It seems that Sergt. C.A.Curtis, now at the military academy, was formerly employed in the Morse plant and also was on guard duty for awhile here.

So when the U.S.M.A. Department of Artillery needed a good band, Sergt. Curtis knew just where to apply. The bandsmen were royally treated, being met by autos at the train and well served with dinner and midnight supper. They played until 2 A.M., and returned home late in the morning. Lieut. Mygrant renewed acquaintance with Philip Egner, bandmaster at West Point, who is an old friend.

The band has continued its Thursday concerts in the Assembly Hall and all have been well attended by the Morse workers.

Much time has been spent by the orchestra in rehearsing for the minstrel show so that when the musicians and singers joined forces everything went off remarkably well. Improvement was marked at every subsequent rehearsal and indications just before the day of the show were that the performance would be a musical triumph.

—o—

The *Mount Clay*, formerly the *DeKalb*, figured in a rescue episode during her first trip to Hamburg soon after leaving the Morse yard. Picking up a wireless appeal for help sent out by the Norwegian freight steamship *Ontaneda*, ten days out from New York, the *Mount Clay* rushed with other vessels to offer assistance. It was supposed that heavy weather had deranged the *Ontaneda's* machinery.

Don't use good paper for notes, scratch pads are made for that purpose.

Top Picture shows a few children of Morse employees gathered around the Christmas Tree. Bottom Picture shows one section of the vast audience.

Pictures by Morse Photographer

A Word From Mr. Smellie

THE many friends of Alexander Smellie, who served as resident surveyor for Lloyd's in the Morse yard for a long time, will be interested in a letter received from him by Charles Hallock, yard superintendent. Mr. Smellie is now in England, having gone there from our plant. Writing from 14 Marlowe Road, Wallasey, Cheshire, he says in part:

"You will probably be thinking that I have forgotten all about the Morse Dry Dock & Repair Company, by this time, but such is not the case. I shall always look back with very pleasant recollections to the three years I spent at the yard. I don't mind telling you that the dry docking facilities here are very much behind your new dry dock. The photographs you kindly let me have when leaving have been very much admired, especially the ones of the Shamrock and Resolute.

"Thanks for the October issue of The Dial which I received some weeks ago. I should like very much to have a copy of the September one if you have any left. Am glad to note that Mr. Peat is treating you well. I had a good idea he would like your place, it could scarcely be otherwise when one is made to feel absolutely at home.

"I have quite settled down in Liverpool now and for many reasons do not regret making the change. This of course is a good port and the class of work is very good also.

"Please remember me to all your colleagues in the yard.

"Trusting you will all have a very Merry Christmas and a prosperous New Year,

With kindest regards,

Yours sincerely,

A. Smellie.

"P.S.—If any of you are in Liverpool, don't fail to call at Lloyd's Register of Shipping, Tower Building.—A. S."

—o—

Hull Department's New Slogan

"IT Will Be Done!" The Hull Department has adopted this expression of determination to "go through" as its motto. It has earned the right to this dauntless slogan. Feats which have called forth the utmost of pluck, skill, endurance and perseverance are matters of almost everyday accomplishment by this department.

The Hull men are to be congratulated on knowing a good motto when they see it. The slogan was taken from a piece of advertising literature produced by the Advertising Department in which was described the unusual job done on the *S.B. Hunt.*

President Joe McGuirk of the Employees Association, who is a member of the Hull Department, saw the advertisement which was designed for distribution in the trade, requested a copy and displayed it among the boys in his department, and out of the interest and enthusiasm thus aroused grew the newly adopted slogan:—"It Will Be Done."

The new motto well expresses the spirit of the entire Morse service and might well be adopted as a slogan for the entire organization. If you like it, say so; if you can suggest a better, do so.

—o—

Look carefully at the address on the envelope of your Dial. Is the name and number exactly as it should be? If not notify The Dial Office of any change which should be made.

Editor's Mailbag

EDITOR of The Dial:—While working on a vessel in the Morse yard I noticed at the gate your correspondence box inviting employees to drop in news or ideas for insertion in The Dial. In watching the automatic tubs which hoist the coal and dirt I thought I noticed what would make an improvement if called to your notice. I have seen in some other places where they inserted pieces of iron on the bottom of the box where it opens. These pieces look like teeth and give it the appearance of taking a bite when it scoops up the coal or dirt. It also appeared to make the tub sink into the material it was hoisting more easily.

"I also think that the tubs should be made more top-heavy so that they would have more weight to sink the tubs. They appear to be light and wabbly when they strike the stuff they are hoisting instead of sinking right into the material as they should. Of course your men that operate the tubs may know all this and I would like to see what they think about it printed in The Dial.

"I saw in *Popular Mechanics* some time ago where in one of our western cities they used one of these tub hoisters such as you are using in your yard to remove snow after a big storm. The article said they were very successful for that purpose but as I have seen none of them in New York I think there must be some drawback to them for that purpose.

"Respectfully,

"A Reader of The Dial."

Editor's Note—This is just the kind of a letter The Dial likes to receive. It is this spirit that has won for this plant the reputation of having the best organization of its kind in the world. This letter has been submitted to the company's mechanical engineers, who thank the writer for his suggestions. They say that the idea of a "tub with teeth" has been anticipated and that such teeth are sometimes used on the Morse scoops. They are detachable and must have been out of use when the writer of the letter was making his observations. The engineers admit that Morse tubs appear "light and wabbly" and explain it is because they are "wabbly" that the open jaws of the scoop are able to shake or vibrate their way down into the pile until a full "bite" is obtained. The increased "top-heaviness" suggested is therefore not necessary for this purpose as the weight is not a factor in the sinking process, and it would make the tub harder to handle at all stages and especially in emptying.

The Dial invites all its readers to send in news and ideas.

File Your Tax Return

JUST another reminder about your income tax returns! March 15 is the last day upon which you can file your Federal return. Persons subject to an income tax who fail to make a return on or before that date are liable to a fine. Every unmarried person earning $1,000 or more a year and every married person earning $2,000 or more a year must file an income tax return. Information as to salary earned during 1920 may be obtained at the Pay Roll Office every Monday, Tuesday and Friday, between 12 and 1 and 4 and 5 P.M.; also Saturday, between 12 and 1 P.M.

Finds Progress In Finland

VISITING Finland is almost like going through the war all over again, according to Captain Fred Hayes of the *S.S.Pittsburgh Bridge,* which recently visited the Morse yard after a trip from Krotka to Boston and Philadelphia with a cargo of paper pulp.

While here the Globe Line freighter was equipped with heat coils in her fuel oil tanks.

Extensive mine fields run the whole length of the Swedish and Russian coasts, as a chart brought home by Captain Hayes showed. The channel left for navigation is very narrow and stories of ships sent to the bottom by drifting mines are rife everywhere in the Baltic ports.

The services of five pilots, each covering his own local stretch of the Baltic, were necessary to negotiate the passage from the Kiel Canal to Krotka.

Once arrived at that port of the new republic of Finland, Captain Hayes and his crew were struck with the air of industry and optimism that prevailed. This was the more remarkable in that there appeared to be but few active men left in the town.

Nearly all the work at the docks and elsewhere was being done by women, who even served as longshoremen and in loading the vessels.

Several foreign vessels were taking on lumber and paper pulp and the harbormaster, Captain Nybum, spoke most hopefully of the prospects of the new republic. The exports are steadily on the increase and the value of Finland's money was said to be twice that of German currency.

Krotka is entirely surrounded by trenches, which Captain Hayes visited. He also made a trip of about five miles to a hunting lodge which the Czar and his family used frequently to visit but which is now the property of the republic of Finland.

—o—

Restaurant Patronage Increases

STEADY growth in the patronage of the yard cafeteria is reported by its manager, Miss Jenkins, and that in spite of the fact that there have been fewer workers in the plant to avail themselves of the excellent food and service.

The management of the cafeteria has announced that employees who bring their own lunch are privileged to use the seats and tables in the cafeteria even though they don't buy anything. Hot coffee and pastry are always to be had if they wish to supplement what they bring with them. The number taking advantage of this service is steadily increasing and much to the gratification of the management.

Employees from other shipyards who occasionally have work to do in our yard are especially outspoken in praise of the food and service.

—o—

Editor of The Dial: In attending rehearsals for the Minstrel Show I have been greatly impressed by the splendid spirit manifested by all the participants in the show. This has been shown by faithful attendance at rehearsals and by the hearty support accorded to the director, Harry E. Gold. On behalf of the committee in charge of the show I desire to thank all concerned for their interest and help in making the affair a success. We realize that in many cases it has been at the cost of much self-sacrifice.

Charles G. Pearson, Chairman.

Earl Van Dyne has been engaged on special work in the Auditor's Office.

William Brinkman has been added to the staff of the Billing Department.

Mr. Madonna is a proud papa. He is very pleased with his small daughter and of course we all congratulate him.

Did you see Mr. Glynn's new memo book? Poor Jimmy is almost hunchbacked carrying it around. But it does look important.

James Mann, formerly employed in the Billing Department, died December 26 in the Staten Island Hospital after an illness of several months.

Mr. Gunnison is a fine fellow, so say all the Cost Department men who attended one of his "Private Parties." When's the next one, Walter?

If Mr. Johnson would put an alarm on his watch he would have a fine "Big Ben." His co-workers are afraid he'll get tired carrying such extra weight.

The Cost Department has one table which would well represent the "League of Nations." Constantine, Hannagan, Accles, Gunnison, stand up and be counted.

Emily Casey spent an enjoyable week end in Baltimore. Emily loves to travel. Why not pick out a beau from California, Emily?

Recent departures of office workers include James Socarras of the Purchasing Department, Robert S. Wheatley of the Timekeepers and Robert J. Orr of the Billing Department.

Mr. Bergline was an aviator during the war and evidently still likes being up in the air. He had his picture taken on one of the boats about as high up as he could go.

Joseph Dirosse (Clancy) is now in charge of the buttons and check board in the employment office, filling the vacancy caused by the departure of John Costello. Clancy deserves the promotion because of his faithful service since joining the department.

Whitman Observes Anniversary

FRANK WHITMAN, our own beloved old baldy, we are told, observed his 21st wedding anniversary on January 16. To see Whitman gallivanting around the yard one would never suspect that he was the daddy of four children and 21 years married. But we are informed that such is the case and furthermore we know that Frank is the husband of a perfectly lovely little lady who is greatly admired by everyone who has met her. May their remaining years be as cheerful as the smile one usually finds on Whitman's face when everybody is on the job and doing his darndest.

Mr. Kelley of the Drafting room pointed out Tom Rathbone and said, "I tell you, Miss Jensen, you have no idea what there is in that young fellow." "Oh, yes, I have," said Miss Jensen, "I've seen him eat."

Since Mr. Hunt moved to Jersey he has stopped boosting the Bronx. But when George has to walk miles in a heavy snow storm or carry incense to keep away the "squeeters" then will he boost Jersey? Time will tell.

Cupid invaded the stenographic department during January, Miss Bertha Marzari, a typist who has been in the Morse service for more than three years becoming the bride of Carl Christ on the 15th. The girls of the office force presented her with a clock. Mrs. Christ wishes to thank her friends for their kind remembrance and has asked The Dial to thus express her appreciation.

John Wesley Bailey, aged nine, marched up the hospital steps and announced, "I've come to see my brother, who's just arrived." Whereupon he and his father, Charles Wesley Bailey, Morse photographer, were shown in to where Baby Bailey, two days old, was bossing the roost. The stork made the presentation to the Bailey family on January 7.

H.E.Davies, salesman for the plating department, went home several days ago and was reminded by friend wife that the day marked their seventh wedding anniversary. "Gosh, I ought to get a medal," said Davies to which friend wife agreed. The next day or so he was presented with a very elaborate tin medal, nickel-plated, highly polished and embellished with a pretty ribbon on which appeared the following inscription: — "1913-Endurance, H.E.D. Diplomacy-1920."

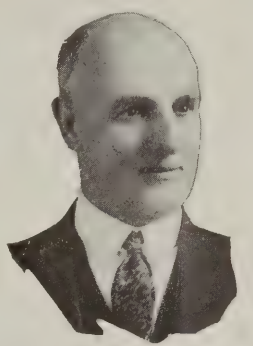
The Dial staff extends its sympathy to Miss Matilda M. Capper of this office and to her family over the sudden death of her father, Henry C. Capper. Mr. Capper suffered an attack of apoplexy, January 8 and died two days later. He had never been ill in his life before. Besides the widow he is survived by four children. After high requiem mass at St. Ambrose Church the burial was at Calvary Cemetery.

Dr. Wynne Loses Mother

SYMPATHY of his friends in the Morse yards is extended to Dr. Eugene Wynne, of our hospital, whose mother, Mrs. Anna Naughton Wynne, died December 24 at the age of 78. Mrs. Wynne, who was the widow of Patrick J. Wynne, is survived by one son, Dr. Eugene, and four daughters, Mrs. Raymond Carroll, Mrs. Stephen Ahern and the Misses Mary J. and Anna C. Wynne. A second son, James, who was employed in the Storeroom of the Morse plant, died about a year ago. By a strange coincidence, Mrs. Wynne died 40 years to the hour of her mother's death.

Office Celebrities

HARRY A. HANBURY, Brooklynite since he first saw the light of the day, spoken of generally by his many friends as an all-around "good fellow," of course comes under the classification denoted in the heading of this column. He is indeed an office celebrity, yea, he is more than that, a Brooklyn celebrity, for there have been few steps in the progress of our city in which he has not been identified. Prior to becoming a member of the executive staff of the Morse Company he was active in public life as a Republican member of Congress, and later as Shipping Commissioner of the Port of New York. He has always been a leader in the Republican party and a prominent and active member of the Masons, the Elks, and other organizations which contribute to the social, political and business life of the community.


Harry A. Hanbury

In his position here as Industrial Director, he has had a foremost part in the shaping of the Company's labor policies and he has also had a directing hand in the management of many other important matters.

In the recent minstrel show run by the Employees' Association he participated as interlocutor and contributed largely to the success of that notable entertainment. In his earlier business career Mr. Hanbury was in the machine and foundry business for himself.

—o—

Here's A Challenge

THE Printing Department, now comprising 12 individuals, hereby lays claim to the most perfect attendance record for the month of December, or for any longer period in the last six months, and issues a challenge to any other department in the entire office to prove a better showing. During the 26 working days of December there was not a single tardy mark chalked up against them. To the contrary every individual but one was anywhere from four to 33 hours and a half early.

If any other department in the administrative building can show a better record than that, The Dial would like to hear from them.

For a bunch of real, first class workers the printers are hard to beat and their work and output show it. This tribute is written and published by The Dial and the Printers had nothing to do with it and cannot rightfully be accused of blowing their own horn. In this case The Dial assumes full responsibility for the horn blowing.

—o—

A Typewriter

A TYPEWRITER is one who typewrites on the typewriter, and the typewriter is a machine on which the typewriter who typewrites on the typewriter typewrites. Now, the typewriter who typewrites on the typewriter typewrites on the typewriter until there is no more typewriting to be typewritten by the typewriter on the typewriter on which the typewriter who typewrites on the typewriter typewrites.

James Corrigan, riveter snapper, has left the Morse service.

Smithie of the Pipe Shop told Fitzie he'd give him a piece of his mind. "Aw, I don't want to rob ya," said Fitz.

Jack Anderson of the Drillers puts his watch under his pillow nights because he even likes to sleep overtime.

Somebody asked Joe Whitely of the Painters if he ever gambled. "Well," said Joe, "I've been married three times."

Abe Bernstein of the Burners says he worked two days on the *Princess Mashuga.*

Kelly lost a dollar recently and Honest Matty, the Pipe Shop *soap hound,* found and returned it.

John Ponzi of the Pipe Shop says it's more blessed to give than to receive, but all depends on what you're gonna give.

Monk Umland read the sign and then wanted to know where Cafe Teria got the money to open the yard restaurant.

Pete Bresnan of the Carpenters is responsible for the remodeling of several of the yard trucks.

Mat Macarragh has a new job. He's going to work for the Iwanta Biscuit Company, "snapping."

Since Turnbull and Greenfield hunted for the burning insulation Otto Rochelle smokes cigars, sometimes a whole one.

Bill Knapp of the Pipe Coverers' store room wishes to thank the boys for the birthday presents he didn't receive.

Joe Bugs of the Pipe Coverers, says that if the boys keep on borrowing his tobacco he will have to chew hairfelt.

Jack English and Eddy Cooney had a deck job on a rainy day. Both were soaked to the skin when a sailor rang 8 bells. "Looka," said Jack, "even the bell is ringing wet."

Young Happy claims he won't be the same Old Happy until he gets another chance at the little Scotchman who knocked him off his pedestal.

One of the machinists has a story of Hughie McQuillan carrying coffee from the yard restaurant in a paper bag but it hasn't leaked out yet.

Mike Kelly of the Sheet Metal workers asked Frank McQuaid if he issued fire insurance to a guy who was subject to inflammatory rheumatism.

Otto Rochelle of the Machine Shop claims that while Enoch Franzen may be able to tear a pack of cards in two, he couldn't do it to the pay envelope Hughie McQuillan drew recently.

Tom Cavanaugh has added a tobacco plant to his garden and Harry Lyle watches it daily waiting for the cigars to blossom out.

Ed. Jolly's helper said he was hungry one day and Jolly sent him over to the tool room for a "drilling machine with a big feed on it."

Smithie of the Pipe Shop has a new cap of genuine Russian red wool. It has ear laps so he can cover his ears when Fitzie kids him.

Tommy Harvey of the Pipe Shop is Jack Carraher's able assistant. If Tommy absorbs all that Jack knows he'll be able to deliver the goods.

Capt. Kelly of the Pipe Shop has three new firemen—James Devine, Bill Bird and Sullivan—three able bodied warriors, by the way.

The Pipe Shop and Plumbing Department have been combined under the foremanship of Austin Fales, who previous to the consolidation was Pipe Shop foreman.

Hugh Pace *caps* the climax with his new kelly. Charlie Sprinkler says if Burke sold it to Hughie for a dollar it only cost 25 cents—and Charlie knows.

Consolidation of the Pipe Covering Department with that of the Coppersmiths has been effected. A. Jacobson, foreman of the Coppersmith Department, is in charge of both.

Jerry Murphy of the Carpenters and Joiners says it's *plane* that the guy who *adze* up Jerry's overtime is *square* and on the *level.* Let's *soap* you get lots of it, Jerry.

Coming to the yard on the *Say When* Tom Nesbit pointed out Joe Herzog as having seen hundreds of waterspouts. "Been to sea, has he?" asked a listener. "No," said Tom, "he's one of our plumbers."

Schroeder of the Pipe Shop claims Bolly Smith is sailing under false colors. He says when he and Smithy were boys together in Russia, Smithy's father ran a delicatessen store under the name "Smittsky & Company."

Wet Comedy On A Dry Dock

Bailing, bailing, out on Section 6,
Frank Monahan used a bucket
When the gate got out of fix.
The boys they thought him simple
But just 'twixt you and me
I think he fooled the jokers
When he ladled out the sea.

Bailing, bailing, to make a full dock dry
Frank Callahan filled the buckets
As Monahan this did try,
"Hey, when it's empty dog it up."
Said P.J.Kelly on the pier
"For sure as taxes, if you don't
'Twill sink again, that's clear."

Sangiorgio, of the Machine Shop gallery, is a born optimist. There's nothing like trying to make one's self believe that eight hours will bring twelve hours on the time card.

Gust Froberg, Inside Machinist, insisted that the cover design on the January Dial was of a steamer capsized until Otto Rochelle came along and turned The Dial right side up for him.

Bill Danson hunted for days for a squeak in the countershafts in the Machine Shop gallery and noticed after coming around to where Jerry Galligan stores his blotter that Jerry was merely practising for the minstrel show.

William Ritchie, assistant foreman of the Machine Shop, usually tethers his animal away up in the blue skies, but when 1,825 individuals want information on *Accomac* propeller blade templates at the same time, then his goat comes plunging down from its perch like Halley's comet.

Stanley Anderson, Machine Shop clerk, according to an article in the Jamestown Morning Milk, visited his home town during the holidays and an enjoyable time was had by all, by hickey! He has also succeeded in passing all his exams in New York University. Consarn! It takes these here country lads to get along in a big city, by heck!

William Chambers, not to be daunted by Mr. Volstead in perfecting his Twentieth Century Pretzel Twisting Machine, uses man-power now. Enoch Franzen, the Machine Shop strong man has been transferred to the Outside Machinists and can twist more pretzels per hour by actual test than any other artist in the department.

Famous sayings in the Machine Shop:

Robbins: "That reminds me of when I was serving my time, etc."

Ritchie: "Didja ever hear about tha Irishman who etc. etc."

Anderson (clerk): Tune—"When You and I Were Young, Maggie." (latest song in Jamestown, N.Y.)

Jimmy the helper: "Say, whasamat. How-a-man hours I got dis-a-week?"

Any apprentice: "I'm short eight hours."

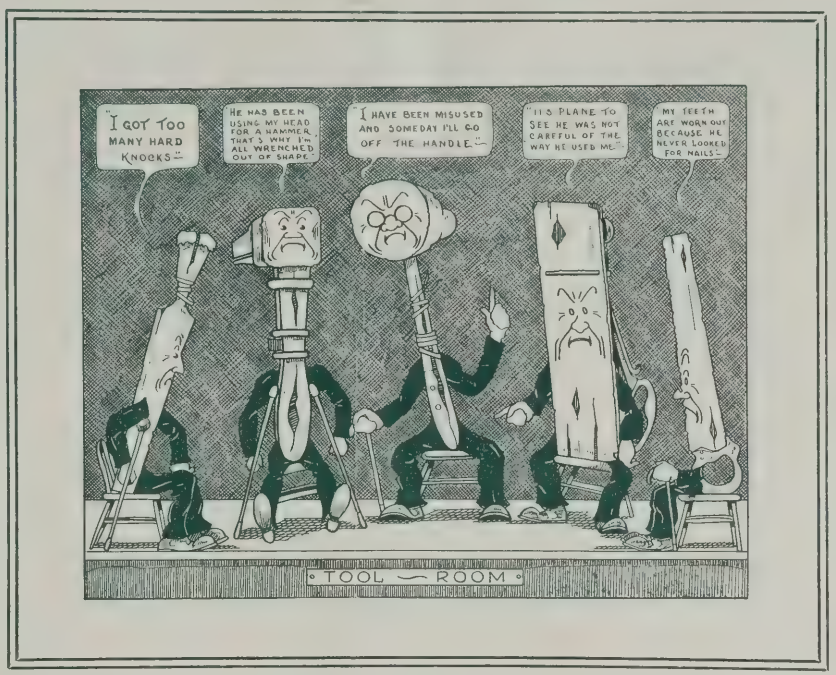
Any band-member: "I'm short three hours."

Frank Whitman (very seldom): "Hello, Billy. Here's a nickel for the tobacco."

Heard daily in the Machine Shop:

Outside Machinist: "Is der chob done?" Ritchie: "What job?" "Der von for der poat." "What boat?" "Der von on der dock." "Well, what did it look like?" "Round, mit sgvare corners I bane tink." (Ritchie heaves big sigh). "Who did you give it to?" "Dot fellow mit der prown overalls vot woiks in der shob."

Ritchie at this point throws a fit and then says, "It'll be done in about an hour." The machinist goes away satisfied since neither of them knew what he wanted to say and he said it perfectly.


I GOT TOO MANY HARD KNOCKS
HE HAS BEEN USING MY HEAD FOR A HAMMER, THAT'S WHY I'M ALL WRENCHED OUT OF SHAPE
I HAVE BEEN MISUSED AND SOMEDAY I'LL GO OFF THE HANDLE
IT'S PLAIN TO SEE HE WAS NOT CAREFUL OF THE WAY HE USED ME
MY TEETH ARE WORN OUT BECAUSE HE NEVER LOOKED FOR NAILS
TOOL — ROOM

If Tools Could Talk
What Stories They Would Tell

A GOOD mechanic takes pride in his well kept tool kit. Ask a carpenter if you can take his saw or his plane and he will hesitate, and why—

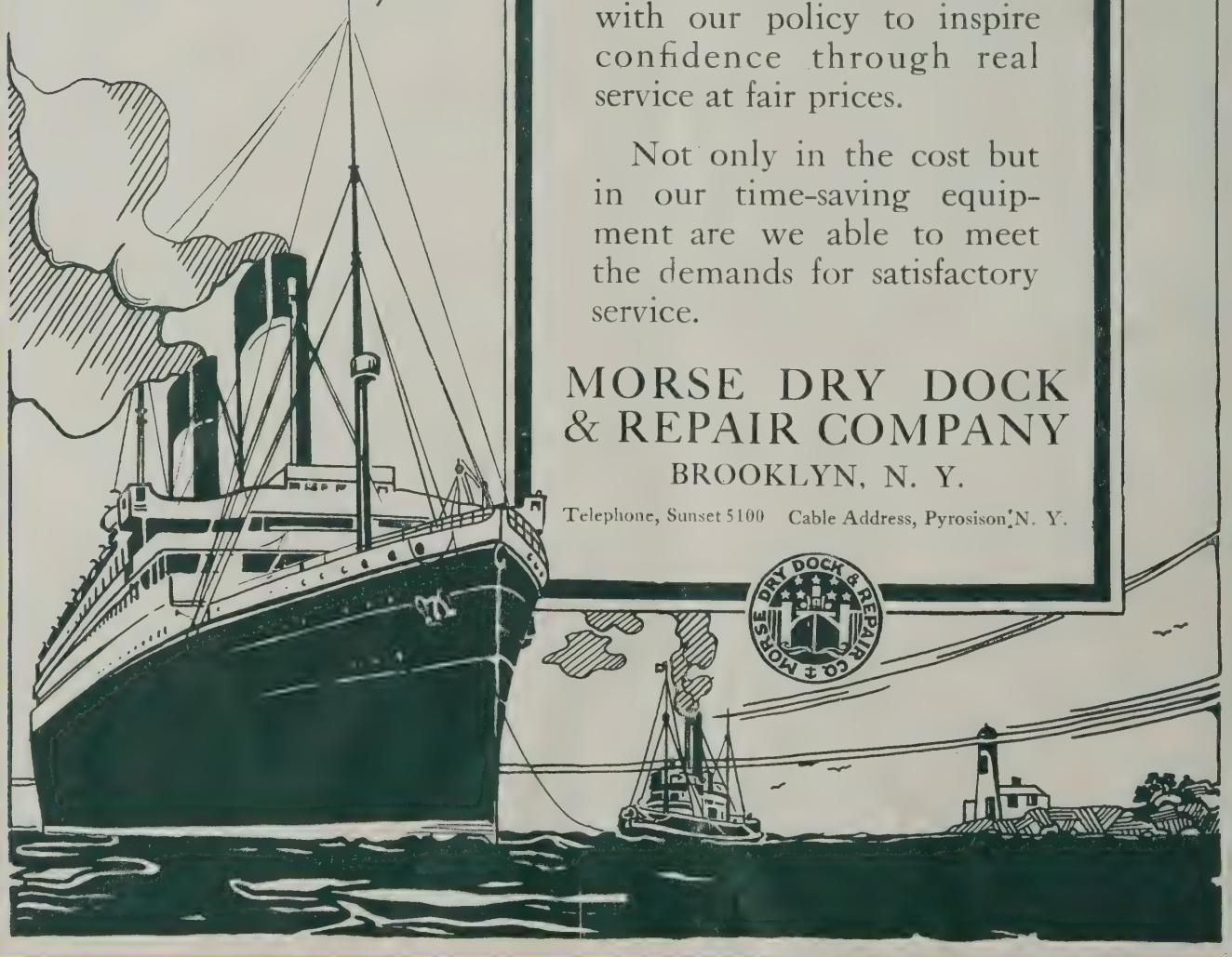
Because a carpenter's tool chest is just about the most sacred thing in his life. Tools cost money and good tools become like good friends to their owner. He cares for them as well as a good machinist cares for a piece of delicate mechanism.

Every day employees borrow tools from the Company and sometimes from friends. The picture above tells the story of how they can abuse the rightful use of tools. When you must drive spikes don't use a monkey wrench even if a hammer isn't handy. Tools won't stand up when wrongfully used and besides the results of your efforts depend on using the right tools in the right way.

The *Good Mechanic* uses tools as they should be used whether they belong to him or to the Company.

SHIP REPAIRS and RECONVERSIONS

Morse Tugs to Meet Your Ship, the Worlds Largest Floating Dry Dock to Raise it and Master Workmen to Repair it



Morse Service

opens the way for greater economy in ship repairs. With the reduction of the cost of materials we are able to cut our cost of production.

This saving is in keeping with our policy to inspire confidence through real service at fair prices.

Not only in the cost but in our time-saving equipment are we able to meet the demands for satisfactory service.

MORSE DRY DOCK & REPAIR COMPANY

BROOKLYN, N. Y.

Telephone, Sunset 5100 Cable Address, Pyrosison, N. Y.

MORSE DRY DOCK & REPAIR CO. PRINTING DEPARTMENT

The
MORSE
DIAL
March 1921

Ye Tale Of Ye Anciente Ruin

By The Editor

(Brooklyn papers please copy)

WE ALL HAVE our leanings
AND IT IS perfectly natural
FOR ME TO WRITE about books
AND LIBRARIES and things like that,
SO IF YOU FOLKS will take it
GOOD NATUREDLY I'll tell you
ABOUT A story I heard.
THIS STORY, you understand,
IS NOT ABOUT ship repairs, but
I GUESS YOU won't care because
IT IS A GOOD ONE on our city officials,
THOSE GUYS WHO SPEND the money we pay out
FOR TAXES and Hylan flings and such things.
WELL, IT WAS a warm day and I went to
PROSPECT PARK for an airing
AND WHILE I SAT on a bench an old man
CAME ALONG WITH a little boy and sat down,
AND A SQUIRREL frisked by
AND THE BOY tossed out a peanut
BUT THE animal ran away and the boy
LOOKED AROUND for something else to do.
THEN SUDDENLY very excited like he cried:
"OH, GRANDPA, what are those ruins over there?"
AND HE POINTED to a pile of cement and dirt
RIGHT AT THE Plaza entrance
TO Prospect Park.
OF COURSE I LOOKED too and didn't wonder
THAT THE BOY thought they must
HAVE BEEN LEFT over from the
CIVIL WAR or the Revolution.
THEN GRANDPA began to speak and he said
AS HE REFLECTED back over the years:
"MY CHILD, many, many years ago,"
AND I SHOVED over nearer because
I LIKE to hear about history—
"THERE WAS a nice man who had a
"FINE IDEA to beautify the city and
"GIVE IT a big library building.
"HE GOT THE people interested and
"MONEY WAS appropriated and they
"PICKED OUT that spot as a site.
"THAT WAS before the present generation.
"A FENCE WAS put up to keep the workers
"FREE FROM OBSERVATION.
"AND IN THE COURSE of years a hole was
"DUG BEFORE all the money was used up.
"WELL, TIME WENT on and finally
"ANOTHER APPROPRIATION was made
"AND AFTER several more years
"BY LOOKING through a knot hole
"IN THE FENCE foundations could be seen
"BUT THE WEATHER made the cement
"DISINTEGRATE, so they put a roof
"OVER THEM and went away.
"YEARS LATER when more money was provided
"REPAIRS were made and the people who lived then
"BEGAN TO HOPE that the building
"WOULD BE FINISHED but many of these
"CITIZENS HAVE PASSED away and I guess
"THE WORKMEN died off too because
"THEY HAVE NEVER been seen around the
"PLACE SINCE or if they have they moved
"SO SLOW they attracted no more attention
"THAN THOSE GOLD fishes over there.
"CITY ADMINISTRATIONS came and went
"BUT IT MADE NO difference and the
"FOUNDATIONS continued to crumble away.
"I GUESS if the people who go
"AROUND THE WORLD looking for buried
"CITIES AND buildings knew about Brooklyn
"THEY WOULD find some interesting
"MATERIAL HERE for their lectures on
"THE PECULIAR building methods of
"EARLIER CIVILIZATION,"
AND AS THE OLD man drew his coat
ABOUT HIM and started off with the
SMALL BOY after him, the shades
OF NIGHT BEGAN to fall and the ruins
TOOK ON THE aspect of hidden caves through
WHICH THE WINDS howled as though they
WERE MOCKING the people of ancient Rome
AND IT BECAME weird and I started off
THINKING what little good politicians
REALLY ARE anyway,
I THANK YOU.

Bert Edward Barnes.

Morse Dry Dock Dial

Vol. 4 March, 1921 No. 3

Looking for Work

Mr. Morse Discusses Wages and Conditions

OF course every employee in this Company is interested in what Mr. Morse thinks of the present unsettled conditions in the labor market and in the shipping industry. Believing that much good would come from a discussion by him of some of these big problems of the day, The Dial asked Mr. Morse for an article along those lines.

He has furnished us with a complete resume of the situation as he sees it, embodying in his article information that he recently sent to Commander R. P. Gatewood, Director of the United States Shipping Board's Division of Construction, in answer to statements made by Commander Gatewood recently at a meeting of representatives of ship repair concerns.

From the very first day that Mr. Morse became an employer of labor he has always maintained an acute interest in those who work for him, an interest that is greater than that generally attached to the employed by the employer. This statement will be borne out by the many men who have been in his employment almost from the very first days he began business. And it is also attested to by the keen interest he always takes in matters pertaining to the improvement of working conditions in this plant, and in all of the affairs of the employees.

The recent slack spell which has worked such hardship upon many men who were forced out of employment for the time being, was a matter that caused Mr. Morse much worry. He realized the difficulties they would experience and sought immediately some way of making their situation easier. But where hundreds of men are involved in a situation of that kind it is not an easy problem to solve. One of the saddest phases of the industrial life of this country is the fact that as yet no satisfactory and practical plan has been devised for meeting the unemployment problem.

Those close to Mr. Morse know that he has often given this subject very earnest consideration, but more so lately than at any other time in his business life because he, like other big men of the business world, saw a condition that fundamentally was wrong, yet which could not be overcome because of economic influences which prevented a readjustment without hardships.

As he indicates in the article which follows, he reached the conclusion that every other business leader was forced to reach, and that was that conditions demanded a *quick* readjustment to lower price levels. Mr. Morse had seen this coming, perhaps earlier than any one else engaged in the ship repairing industry and as far back as June last year he began to effect economies which enabled him to give the ship owner the benefit of reductions. Some of you will recall the many appeals made in The Dial for increased production and greater economies, all of which were inspired by Mr. Morse's keen foresight, and his urgent instruc-

tions that every effort be made by those in his official family to produce the desired results.

Then came the letter addressed to every individual on the payroll, calling for greater effort and more production. That letter was a rally-call and it came as the result of a full realization on the part of Mr. Morse as to what was ahead if the employees under him did not put their shoulders to the wheel in earnest. Signs from across the water had indicated a scarcity of work and Mr. Morse knew that if this big yard was to be kept busy it would be only because his workers were able to produce better work, more efficiently and quicker and at lower costs, than other yards in this country. And so that letter went out from him as an effort to prevent the condition of unemployment he saw coming.

It is not an exaggeration to say that this yard has suffered less than other ship repair plants as a result of the slump which has affected the shipping industry, and that fact it would seem is attributable to these efforts of Mr. Morse to pave the way in establishing lower prices to ship owners.

But the slack spell was bound to come and it came with a momentum which has been disastrous to many well meaning, earnest and hard working men. To relieve them of this hardship, to get them back into employment again so that they can earn their living and the living of those dependent upon them, it is absolutely necessary that everyone now employed work hard and with more than usual efficiency to make it possible for the Company to reduce still further its costs to the ship owner. If this is done there will be a return to more normal conditions; the ship owners will take advantage of the lower prices even though other conditions in the shipping industry are unsettled, and they will send their boats here to be repaired.

Don't let the agitators or the damphools tell you that by doing your work quickly you are keeping other men out of employment. That claim which is so often heard and apparently so frequently heeded by men who allow others to do their thinking for them, is a harmful falsehood and any man who tries to stall around and make his job last longer is the indirect cause of keeping some other man out of work, and also of bringing unemployment to himself. The only real solution of the situation is *lower costs* to the ship owners and the way to bring about the reductions that are absolutely necessary is to cut wages or to increase the production.

An article appeared in the newspapers recently to the effect that 400 tramp ships have been laid up in Great Britain for some time because freight rates have fallen off 75 per cent. This article frankly stated that shipping conditions in Great Britain and throughout the world were in a deplorable state. It is impossible for ship owners to operate their vessels without a loss. They are losing money and because of the serious situation which confronts them it is absolutely necessary that the repair yards do everything possible to make the costs to the ship owners very much under what they are now.

This Company has pared its labor costs and its prices for material down to the very bone and yet the costs to the ship owner are even yet too high because there are men here who are not producing what they should produce. This inefficiency must be stamped out and every effort is being made and will continue to be made to replace these men with men who are efficient and who will produce.

This is not an idle statement because records in the accounting department show that the Company has been getting a very low percentage of production from its men. What the conditions are in other yards we do not know, except from the things we hear now and then. It is unquestionaby true that because of the better facilities here and because of the improved conditions of labor and the better system and organization we have, this Company is getting better results than other companies, but even admitting this fact, the production records are not what they should be.

The ship repair yards are too heavily interested in the success of the ship owners to be indifferent to the present plight the ship operators are in. Unless the ship owners can operate their boats at a profit we will have nothing to do and it seems reasonable to expect that the workers employed here should realize the seriousness of the matter and do their part.

The article by Mr. Morse discusses this very problem and also answers at considerable length many of the ridiculous statements about the ship repair industry that have appeared in the newspapers of late. It is important that every employee read the article carefully because it concerns matters that have to do with the livelihood of everyone on the payroll of the Company. Read the article thoroughly and think over what Mr. Morse says.—*Editor's Foreword.*

Must Produce More, Says Mr. Morse

RECENTLY in the New York newspapers appeared this item:—

"A reduction of 12½ per cent in the cost of repairs to Government vessels, with an approximate saving of $2,500,000 a year, has been granted by a majority of the shipyards in the Port of New York, it was announced here yesterday by Commander R. D. Gatewood, Director of the Board's division of construction.

"Efforts to arrange this reduction through conferences of Commissioners Donald and Thompson of the Shipping Board and the repair men started about six weeks ago. The reductions, Commander Gatewood said, would apply to machine tool, material and sub-contracting work, with 5 per cent reduction on charges for labor without reduction of wages. Further reductions are promised, Commander Gatewood said, contingent upon decreasing expenses of the yards."

This announcement by the Shipping Board is of particular importance to every employee of this Company. We have just gone through a slack period in which many men were laid off. Work has been scarce because of various economic conditions over which we had no control and some of those who had been on our payroll for a long time with seldom an idle day, have been forced to take to the "line."

It is needless for me to say that the management of this Company has keenly regretted the temporary hardships thus occasioned but the situation could not be avoided and we had to make the best of it.

It is quite natural that much loose talk would result. Ridiculous statements about the ship repair industry appear in the public press and men with grudges or others seeking to build up political fences seize the opportunity to poison the public mind against our industry. Of course, all this has had a harmful effect and would continue to do so if some of the absurd charges made were left unanswered.

Ship repair work was a very vital industry during the war and under the exigencies that arose conditions came about which served to increase production costs to levels never before heard of. The one big object was to get the work done at any and all costs and we in this organization can justly feel proud of the part we played in the great emergency. Our facilities and our energies were given unsparingly and if our production costs were high they became high because the emergency and conditions of the time made it impossible to keep them down to normal. In that respect our industry was no different than any other war industry.

Our war time charges were justified and no person with practical knowledge and honest judgment could

say otherwise.

Now at this date, over two years since the war ended, we are undergoing the readjustment that was bound to come. That is the reason for the slack spell that this industry and almost all other industries have experienced lately and if we will but consider those economic forces that have been at work in recent months we will realize how silly it is to consider the so-called depression as being due to anything else. Prices greatly inflated by the war had to come down and that meant prices of labor, as well as of materials and commodities of all kinds. The general public had been clamoring for reductions in the cost of living and reductions have come—not to pre-war levels perhaps, but to lower levels than prevailed during the war.

We in this industry could no more expect to maintain the high prices of war time than could those industries engaged in selling commodities and it was natural for us to consider ways and means of reducing our production costs.

Long before any agitation on the part of the Shipping Board, the management of this Company sought and found ways to reduce its costs. If we were engaged in selling a manufactured product our problem would have been easier. We could readily have adjusted the cost of that article to a given point as was done in the automobile industry, and then we could have proceeded to effect economies which would justify with the new prices.

In the ship repair industry, however, it is a question of selling *a service* and the cost of that service is not always easy to determine before it is rendered. For that reason it is necessary first to affect such economies as are possible and then to bring our costs down to meet them.

In this effort we have been quite successful and we expect even greater success as time goes on. As far back as June, 1920, we effected reductions which saved our customers, including the Shipping Board, considerable. From time to time as new price lists were issued, these reductions were carried further so that insofar as this Company is concerned reductions even exceeding the 12½ per cent mentioned in the Shipping Board announcement, have been effected.

Happily these reductions were brought without any changes in the wage scales under which we had been operating.

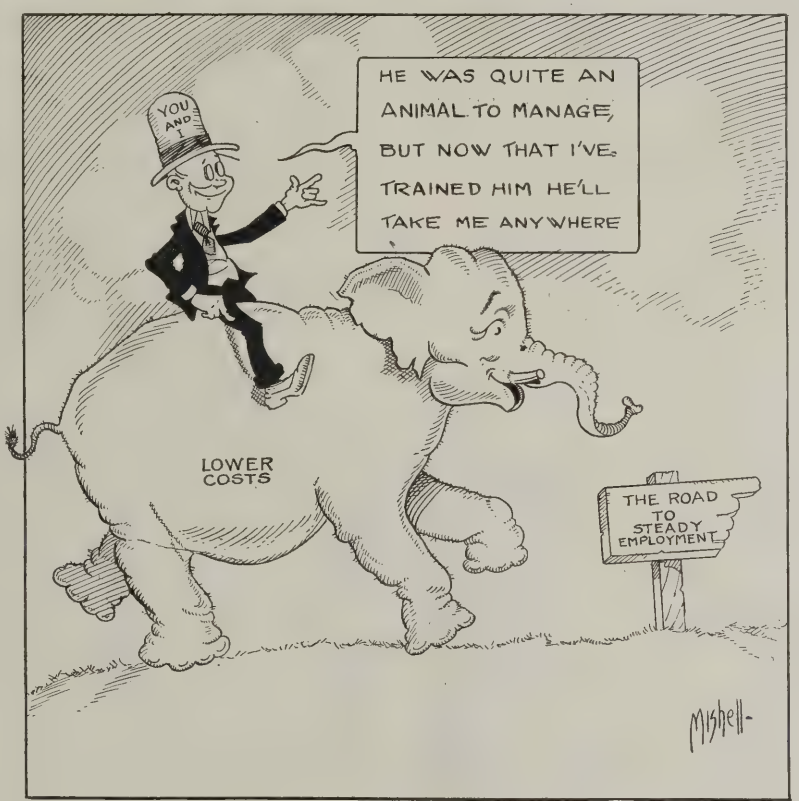
Any wage reductions that have since been made were made only after careful study of the situation and as a last resort in our effort to get more business in the plant and to successfully compete with conditions elsewhere.

I have said that it seems quite necessary to answer some of the allegations made against this industry. Commander Gatewood at one of his recent conferences made the statement that our charges for steel plate were beyond reason. To that I say that the problems of a ship construction plant and a ship repair yard are radically different.

Perhaps in no other item is this so clearly shown as in steel plates. A ship construction firm orders a quantity of plate which they will need for a specific job and know that that amount of plate will be consumed. A repair yard, on the other hand, must always be ready to make repairs to any ship in any way without undue loss of time.

This question of time in repairs is a very important one. Ships of all flags and of all kinds must be repaired in a Port of New York yard. This necessitates carrying a very large assortment of plates to meet the requirements.

As an illustration, we are at present carrying sixty-three different sizes and kinds of plates in stock. Some of this plate must be carried for long periods for there is no way by which a repair yard can accurately gauge its exact requirements. Further, on most of the repair jobs only small quantities of steel plate are used. The expense of cartage, handling, depreciation of material, and money invested makes it imperative that a relatively higher profit must be added than would be the case where the steel plate is used within a time limit which might be reckoned upon and in a large quantity. Under the circumstances, I cannot see that our percentage of profit is excessive.


HE WAS QUITE AN ANIMAL TO MANAGE, BUT NOW THAT I'VE TRAINED HIM HE'LL TAKE ME ANYWHERE
YOU AND I
LOWER COSTS
THE ROAD TO STEADY EMPLOYMENT
Mishell

In the carrying of material stocks it is necessary that we have, ready for instant use, thousands of different articles and hundreds of sizes. Many of them are carried in very small quantities but the expense of keeping up the storeroom, the clerical and labor costs involved in receiving, checking, placing and issuing materials and supplies are very heavy. It is again a case where time is the very essence of the business and there must be no delay in furnishing materials if there is any way to avoid delay.

There should always be sufficient help in the storeroom so that men coming for material will not be kept waiting. Frequently a requisition will be for only a few bolts, or for two balls of lamp wicking, or one pound of red lead, or perhaps for two or three pipe fittings. We hold that the ship must sail and all of our efforts are bent to the hastening of the work in hand, and it is the service which is the desirable thing rather than the saving of a few cents or dollars on the material costs.

In going over a vast number of our costs, for work done, we find that after all, material rarely, if ever, is the major factor in the case. In the ordinary repair job material costs rarely exceed 33 1/3 per cent. A fair average, based on a number of actual repair jobs recently handled, shows Labor, 60 per cent, Material, 25 per cent and Tools and incidentals 15 per cent.

The charge has been made that our tugboat service is exorbitant. Here is my answer to that charge:

During the first year of the war we found that tugboat service was very difficult to obtain. Ships were delayed in getting to the dry dock, from the dry dock, and to and from the piers. This was not our idea of efficiency, for we believe that the ship should sail, and we decided to invest in a fleet of tugboats.

We have been operating one of the most powerful fleets of tugs in the Port of New York. We did not expect to make a profit from the boats and we have not made a profit. Our investment was approximately $500,000 and from the beginning these boats were operated at a loss. The rate of wages paid to crews has been a very high rate, and it is only within the last year that this rate has been further increased through the shortening of hours.

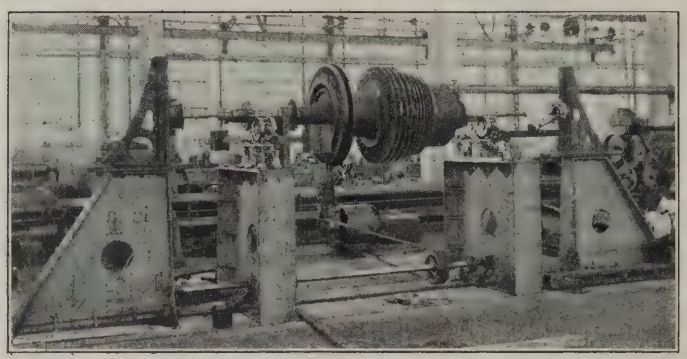
There is also the question of a practically prohibitive cost of fuel. Incidentally, I might mention that there is no insurance included in our operating costs, as we carry our own insurance, yet there is a decided loss in the running of these tugs, and this loss was, of course, absorbed in our overhead. We could handle ships with a smaller number of tugs on account of the power of our tugboats. Also our tugs were always ready and did not have to be summoned from the Battery or some other point where tugs congregate waiting for work. In other words the ship owner paid only for the time of actual service and had we had no tugs of our own, it would be necessary to pay for the time consumed by the tug in running to the yard and returning to its station.

The question of tools is important in view of the ridiculous statements made about our charges for the use of tools. It is seldom that tools are used for any great length of time on one job. I mean of course such tools as lathes and machines that are required in handling much of the emergency work that comes to us. As you men well know we must maintain

shops equipped with all the necessary machines and tools required and yet those machines and tools are in use only now and then.

Some of our tools are very expensive and are used only occasionally. For instance, one lathe, which has been installed at a cost, including foundation, of $50,000, is used only a few hours a week on an average. Another expensive tool, which is unusual in a ship yard, is used less than fifteen hours per year, and yet, when it is used, can save in one hour the time of ten men for two days. Such tools must of necessity be charged for at a proportionately higher rate.

If repair yards could keep their tools running steadily, the price per hour could be cut to a much lower rate. It is unfortunately a fact and not a theory that this cannot be done. We have, within the last few months, made what seemed to us drastic reductions in our tool rates.



BALANCING equipment which is the only machine of its kind in New York except in the Navy Yard, and one of the machines Mr. Morse speaks of in his article. This machine saves the ship owner great sums of money by making it possible to have the turbines of his vessel balanced and trued without shipping them out of town. This machine cost a large sum and is used only now and then, yet is one of the many pieces of equipment which make this yard the most complete and efficient plant in the country—some say, in the world.

It has been said that the cost of repairs in the Port of New York are higher than in other ports of the Atlantic Coast. This seems to me an entirely proper comparison to make. It has been the result of my investigation that while in certain respects charges for repairs in other ports are smaller, after a fair average is taken such is not the case, and certainly not when one adds to this the advantage of location and the equipment which a yard must have to do business satisfactorily in the Port of New York.

The overhead of a yard located in the Port of New York is much heavier than a yard in any other port which I could name. The amount involved in the investment in an up-to-date yard on the waterfront of this port is probably not less than three or four times greater than any other port in the world.

Then there is the very serious item of taxation. Taxes, both of the City of New York and the State of New York, are exceedingly burdensome. The cost of maintaining an efficient plant is also heavier here than in nearly any other port. For instance, take the item of damage done to pilings and fenders on the docks by ships entering and leaving. I do not mean serious damages in any one case, for such an expense would naturally be assessed against the vessel causing the damage, but I refer to what might rightfully be called wear and tear on docks. The piling and superstructures are of wood, which require frequent renewing and almost constant overhauling, and a force of men is kept busy working on our piers the year round. Every year it is necessary to dredge some part of the property in order to give ships sufficient depth of water. Many ships come to our piers for small repairs and remain for an undue period, six and seven weeks sometimes after repairs have been completed. As a matter of policy we permit this, not only with private owners but it has been freely done with Shipping Board ships, yet all of this is charged against overhead.

There are burdensome expenses in connection with the running of a repair yard which apparently are undreamed of in the philosophy of those critics of our industry.

For the past six months I have realized fully the serious state of American shipping and I have realized that the interests of our Company are very closely bound up with the interests of the American Merchant Marine.

Our entire official staff have assiduously combed the cost of work and the expenses of our plant in every way, and we are endeavoring to reduce costs and increase efficiency. It cannot be done in a day. The business of ship repairing in such a port as this is in its very nature competitive and we must endeavor to lower our costs if we are to maintain our standing.

This means that we must economize in every way possible. Greater efficiency on the part of every one concerned is absolutely necessary. If we are to avoid *drastic* reductions in the wage scale it will be necessary for every man to do a full day's work. Our customers expect value received for the money they spend. Those who have invested their money in this vast enterprise are satisfied with reasonably moderate returns on their investment so long as we can keep the plant going to capacity.

When You Work For A Man

By William Feather, in Leslie's

I believe that a man who works for another would give a much higher grade of service to his employer if he understood a few fundamental principles.

Your employer is in business to make a profit. Unless he makes a profit, he can't stay in business.

Your wages are paid, not by your employer, but by your customers. Your employer simply stands between you and your customers. You always try to put on a good front when your employer is watching you—be just as alert to please the customers.

It costs your employer a lot more than he pays you in wages just to have you around. He has to pay rent for the space you occupy, and he has to provide light, heat, furniture, wash rooms, pencils, pens, typewriters, machinery, etc. Out of your services he has to pay a host of other bills for things you never stop to think about. Not until he has met all his expenses can he receive his profit.

If you loaf one hour a day, your employer's profit on your work goes glimmering. When he fixes his prices, he figures that you will do as much work as you can in as short a time as you can. If you loaf when you ought to be working you are robbing him just as if you took money from his safe. What is equally true, you are robbing yourself, though you may not realize it.

If you work on a machine, the machine loafs when you loaf. This is double and triple expense. When you keep a taxicab waiting, the meter keeps piling charges. The same thing happens when you keep an expensive machine idle. The interest and depreciation on a $10,000 machine is at least $4 a day. Add in the rent for the space it occupies, the cost of repairs, etc. and it probably costs your employer $8 or $10 a day for that machine, and the charges go on whether it is used or not.

The biggest asset your employer has is the good-will of his customers. Each satisfied customer represents real money to him. He is eager to please them, to see that their wants are promptly taken care of, to handle any complaints or adjustments quickly. He relies on you, as his representative, to do as he would do.

Of course, you only sell eight or nine hours of your time to your employer. The rest of the day is yours to do with as you please. But the man who hires you has a right to expect that you will give him your highest efficiency during the hours you are with him. You cannot do this if you have only had four hours of sleep the night before, or if you manage your personal affairs so badly that you bring a lot of worries to your place of employment. Lead a wholesome, natural life, in justice to yourself and your job.

One horse can pull more than a team of horses that refuse to work together. Your employer is doing his best to create and maintain a spirit of co-operation in his establishment. You can help by putting your shoulder to the wheel and taking the load over the bumps.

Life and business are like an account at the bank. You can't take out more than you put in.

Japanese Choose Our Yard

WITH all the ship repair yards in the United States to choose from Japanese ship owners, regarded as among the most discriminating and shrewd observers of world conditions, are sending their vessels in increasing numbers to be repaired at the yard of the Morse Dry Dock & Repair Company. This must be regarded as a genuine compliment from the Orient to our plant and as additional evidence that the fame of the Morse Service has now encircled the globe.

For the last three months hardly a week has passed without one or more visits by Japanese ships, and in several cases extensive contracts involving important operations have been carried out. Morse workers have manifested great interest in these oriental ships and their crews and friendly relations have been established between the officers and our employees.

All these visits are points of contact between the two nations from which we hope may develop that common understanding and goodwill without which no international problems can be rightly solved. Hence they are of especial significance in these days when the relations of Japan and this country are being so much discussed in the public press.

For our part we feel that Japan is very much misunderstood by the American people, due no doubt to the deliberate falsehoods published about her in unscrupulous newspapers. It is therefore of peculiar interest to note the friendly and sincere attitude of the officers and crews aboard the Japanese ships which come here and to watch the courteous manner in which they co-operate and mingle with Morse employees while their vessels are undergoing repairs here.

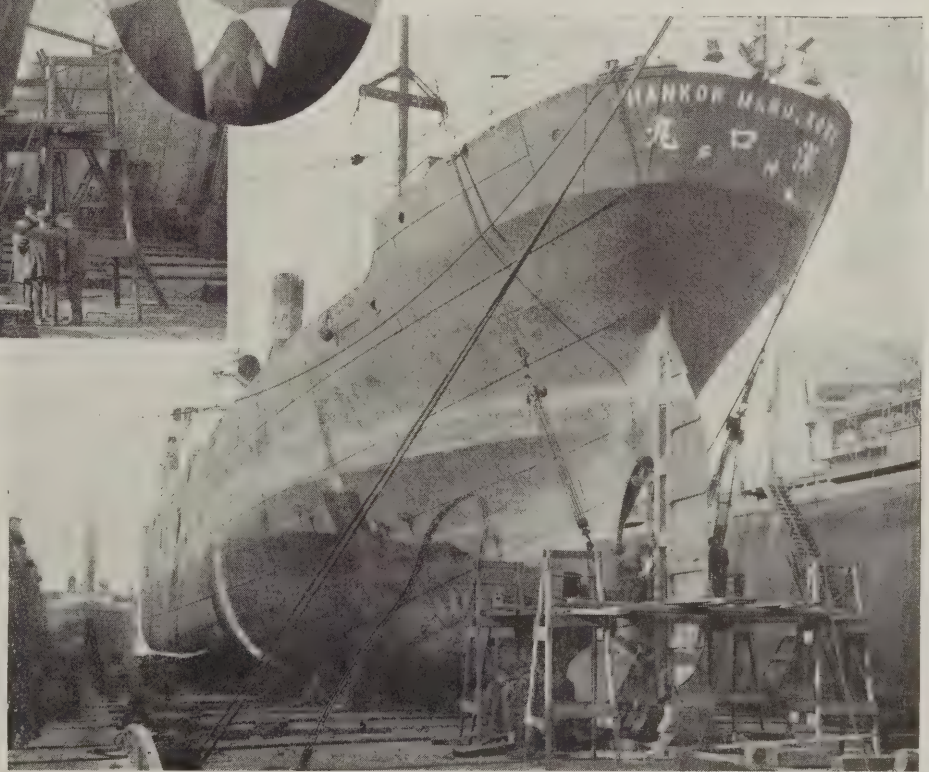
One of the vessels recently in our 30,000-ton dry dock was the *Hankow Maru*, whose captain expressed his appreciation of the Morse service as follows:

"The Morse Dry Dock & Repair Company rendered most effective assistance in repairing our ship, *Hankow Maru*, which it appeared would need many days to complete. To my surprise the Morse Dry Dock & Repair Company finished the work in a very short time with great capacity and efficiency. I recommend that company to whom it may concern. They will meet with satisfaction.

"Kokusai Kisen Kalushiki Kaisha
"S.S. Hankow Maru
(Signed) "Captain S. Itoh."

Much of the credit for this growth of our Japanese business is due to the efforts of the Morse soliciting department, whose personnel includes Kent Okasaki, who enjoys a wide acquaintance in influential Japanese circles. Having been educated in Europe and the United States and also possessing the occidental viewpoint, Mr. Okasaki is able to present the advantages of the Morse service in convincing terms to Japanese officers and ship owners. He is attached to the New York office in the Whitehall Building and keeps in touch with the officials of the various Japanese and other Asiatic lines.

An Oriental visitor undergoing repairs on our dry dock. Insert shows Kent Okasaki, our Japanese representative attached to our New York Office.



Pictures by Morse Photographer.

Buck Up, Brother!

Don't see no sense in cussin',
When the world aint goin' right
Quit yer grouchin' an' yer fussin',
An' ye'll soon find things look bright.
Work will send the blues a-flyin',
Cure the grouch, an' heal the soul;
An' there's nothin' else—'cept tryin',
That will bring ye to yer goal.
This here life is what you make it;
(Other people ain't to blame),
All life's good is yours, to take it;
Buck up, brother, play the game!
Grab a holt, an' lift like thunder!
Show the boss how you kin work,
An' ye'll soon begin to wonder
That ye ever was—a shirk!

—*The Steam Car*

Music and It's History

THE relation between music and poetry is a close one, for poetry came from music. Poetry is the rhythm of music put into words. Dance came from music too; the ancients could not resist the rhythm of it, and they swayed their bodies to and fro, because the music was stronger than they were. Their first music was the wind whistling in the trees, and the monotonous, steady roll of the surf on the beach. They tried to imitate those sounds.

At first musical instruments were very crude but they kept improving through the centuries, until now there are great symphony orchestras with every musical instrument in the world lending its music to help bring out a wonderful ensemble. Music is a thing that is with us all our lives but we cannot lose it. One day I found a paragraph on music, I have forgotten where:—

"Servant and Master am I,—servant of those dead and master of those living. I am the incense upon which prayers float to Heaven. I am the smoke which rests over the fields where men lie dying with me on their lips. I am close to the marriage altar and when the grave opens I stand nearby. One I serve as I serve all, and the King I make my slave as easily as I subject his servant. I speak through the birds of the air, the insects of the field, the crash of waters on rockribbed shores, the sighing of the wind in the trees, and I am even heard by the soul that knows me in the clatter of wheels on city streets. I know no brother, yet all men are my brothers. I am the father of the best that is in them, and they are the fathers of the best that is mine. I am of them and they are of me. I am Music."

Editor's Note—This splendid little article about *Music* was taken from *The Triangle*, a magazine issued by the Brooklyn Heights Seminary. It was written by Miss Beatrice Cantwell, granddaughter of Mr. Morse. Miss Cantwell is a student at the seminary and has defined music in such a clear way as to give us a better understanding of this wonderful art. We all love *Music* and are fortunate in having a band which interprets it to us so frequently.

The music of nature has the sound but sometimes lacks the rhythm of music. As instrumental music can hold both the sound and the rhythm we think more often of music only as we hear it on an instrument. Yet in six out of ten pieces of music we are trying to imitate the wind or the ocean. In the wind and the water, music begins, and ends there.

When a great artist plays, the more we can hear what he is trying to give us, the more brilliant a pianist he is considered. When Gabrilowich plays the Rachmaninoff Prelude in G minor, we hear the tramp of the great army that the Russian peasants dream of. At first it is far away, coming closer and closer, then it stops suddenly, and a plaintive melody takes up the piece. The song grows wilder, for the peasants become excited; and then softly, far away, comes the march of the army. It comes nearer—nearer—and the peasant's dream breaks, for the great army that they dream of will never come to free them, except in their dreams.

And this is Music, portraying thought and life itself.

Beatrice Cantwell, Senior IV

Minstrels Guests of the Association

A TESTIMONIAL dinner tendered to those who took part in the recent minstrel show was held at the Twelfth Assembly District Republican Club on the evening of February 5th. The dinner will be remembered by those present as another Morse success. After a repast of endless courses and generous portions, the guests were entertained by various members of the company present, who recited, sang or spoke to the great enjoyment of all.

The fun started with the singing of the opening chorus of the show, followed by stories by the well-known traveler, Carlisle Stecher, Mr. Hanbury, President Joseph McGuirk, Mr. Benner, Charles G. Pearson and Harry E. Gold, who directed the minstrel show.

Mr. Benner served as toastmaster and got much fun out of the affair by unexpectedly calling upon different ones present for a speech, song, story or dance. Joe McGuirk recited in his usually fuuny manner and also sang "Down on Old King Solomon's Farm."

During the evening Mr. Gold was presented with a gold watch as a token of the esteem in which he was held by those who took part in the minstrel show and also by the Employees Association. He graciously responded to the gift by telling his audience that he had enjoyed his work from the very start and he attributed the success of the show to the hard work that the different ones in it put in.

Picture by Morse Photographer.

Mr. Hanbury was greatly surprised when after a fitting speech President McGuirk presented him with a gold Elk's card case. Mr. McGuirk spoke warmly of the co-operation and consideration he had always received from Mr. Hanbury whenever he had occasion to go to him in behalf of the members of the Employees Association and he also told how everyone in the minstrel show appreciated Mr. Hanbury's part in it as interlocutor. "We wish to show our appreciation," he said, "and have accordingly bought this card case which we give to you, Mr. Hanbury, as a token from an organization of good fellows to a prominent member of another organization of good fellows."

"Deacon" Joseph Frank made a brief talk on the "Beneficent Results of Prohibition," and Jack Finneran, Al. Simendinger, who was introduced as a political leader in Association politics, and Bob Walsh, sang the songs they rendered in the minstrel show. Bob Cook also entertained by dancing.

A gold stickpin was given to Roy McEwen for selling the highest number of tickets for the recent minstrel show. Al Simendinger, A. Ruggerro, J. Sweeney, Pete J. Bresnan and P. Foley received gold cuff links for their efforts in the sale of tickets, these six men having sold the largest number of tickets.

The evening's fun concluded with the singing of the closing chorus of the minstrel show.

The honor guests of the evening were Harry E. Gold, Hon. Harry A. Hanbury, Joseph McGuirk, C. William Vail, who was pianist during the show, and Charles G. Pearson, chairman of the committee which had charge of the show.

Design, Material and Workmanship

By Thomas C. Rathbone

Editor's Note—Thomas C. Rathbone, one of the assistants to Chief Draughtsman James A. Kelley, is conducting interesting classes for apprentices every Saturday on the third floor of the North Building. He gives practical talks to the apprentices who are profiting materially from the knowledge and training thus imparted. We heard one of Mr. Rathbone's lectures recently and decided that there was such a lot of good stuff in it we asked permission to reprint the talk. Read it through. It contains a sound argument on the danger of faulty workmanship.

A STRUCTURE fails, and human lives are lost as a result:—an inquest and an official and technical investigation are ordered to place the blame where it belongs. In this investigation there are but four conditions to consider.

1—Error in design.

2—Flaw in material.

3—Faulty workmanship.

4—Overloading (a—avoidable; b—unavoidable).

Let us apply these conditions to our own particular industry. First, we will dispose of the design. The conditions here are in black and white—or rather blue and white, and are capable of being checked at once. For a concrete example, assume the failure localized in the lap joint of a strap, where the draftsman called for three ⅞-inch rivets. The greatest load this joint would be subjected to in working conditions we assume is nine tons. The draftsman calculates one rivet to be good for 6000 pounds, or three tons, in single shear, with standard factor of safety, and he is therefore justified in specifying three rivets to take the maximum load of nine tons, and consequently would be exonerated from blame for the failure.

Next, an examination of the steel in rivets at the point of failure would be made by microscopic study of crystalline structure of the steel, which would decide at once if the fault lay in the material. It may be said here that modern processes of producing steel shapes, rivets, etc., practically eliminate the possibility of defective steel being put on the market.

The fourth item should be examined next. Witnesses would be called to show whether or not loads beyond those the structure was supposed to stand were imposed (overloading of cranes, etc. is a common fault), or whether the structure was overloaded by reason of unavoidable circumstances—tidal waves, cyclones, earthquakes, or emergency.

If the cause of the failure is not found under the foregoing headings, then by process of elimination the disaster is laid to *Faulty Workmanship.*

In the example cited, the draughtsman specified three ⅞-inch rivets—and was justified in doing so—*but he presupposed that each rivet would take its load of* 6000 *pounds.* Now, if, through faulty workmanship, the outer rivet does not fill the punched hole, or the rivet holes overlap, causing decreased shearing area, this outer rivet will not take its 6000 pounds, and therefore a load of at least 9000 *pounds is imposed on the remaining two*—and a greater load than this if the pull is not in direct line—which would cause the failure. An examination of the rivets and holes would then show whether the failure and consequent loss of life or injury is to be laid to a careless workman.

Rivet failure was taken as an example, because this illustrates more clearly the point in question. As a matter of fact the work of our Hull Lepartment is of an exceptionally high character as evidenced by the records of official inspections, as well as by the uniformly satisfactory way in which the work from this yard has stood up under severe service conditions.

The principle involved in this article applies to work in almost every department. A pattern may be made too thin at a certain point, resulting in failure of the casting; an electric wire may inadvertently be too small, making a fire possible; a pipe fitting may not stand the pressure the system is subjected to, or an inadequate number of bolts may cause a machine to break. In fact the possibility of damage being done in almost every class of work is so ever present that it behooves all of us to be eternally on the alert to maintain the security from serious accidents we have enjoyed in the past.

Scandinavian Engineers Visit Us

AN interesting group of visitors accompanied by Capt. Frederic H. C. Arentz, our Scandinavian representative, toured the Morse yard on February 8. There were eight in the party, all of them graduates from Swedish technical universities but now occupying positions in Swedish shipyards, marine engineering companies and in the marine insurance business.

At the beginning of this year a strike broke out among the engineers of the Swedish Merchant Marine. The engineers demanded a considerable increase in their pay. Scandinavian shipping conditions are as bad if not worse than in America and the shipowners were unable to grant the increase and hundreds of ships were tied up in home ports.

The Swedish American line, however, determined by all means to keep their ships running and on February 2, the *Drottningholm* came in to New York

Top Row:—V. Floren; S. Forsstedt; O. Anderson; A. Zander. Bottom row:—Tor. Alund; E. Johansson; Captain Frederic H. C. Arentz; E. Creutz; H. Norman.

in charge of those in the party which visited our plant and who served on the boat as volunteer engineers.

The guests were received by Mr. Morse and then taken around the yard and into the shops by Mr. Hanbury and Capt. Arentz. Afterwards they expressed in complimentary terms their impressions of our yard. Ship repair yards in their country are generally part of construction plants and this was the first time they had ever seen a plant given over entirely to ship repair work. They marveled at the orderliness and cleanliness of the yard and our wonderful organization. The visitors manifested keen interest in the Employees Association and its Conference Board and expressed admiration for other features of the Morse organization.

In departing they declared that the Morse plant was the most complete ship repair yard they had ever seen.

Board of Directors and Conference Board

BOARD OF DIRECTORS—1920-1921

(Top row left to right) Michael O'Dea, Pipe Shop; Carlisle Stecher, Timekeepers; John Sweeney, Inside Machinists.
(Second row) Peter J. Bresnan, Carpenters; Harry Jost, Electricians; Edward McGibney, Plate Shop.
(Bottom row) Mortimer W. Mead, Treasurer; Charles G. Pearson, Outside Machinists; Frankie Mack, Sheet Metal Dept.; Joseph G. McGuirk, President; Edward J. Hannavin, Secretary; Frank Falconer, Office; Albert Simendinger, Hull Dept.

Pictures by Morse Photographer.

CONFERENCE BOARD—1920-1921

(Top row left to right) James Tester, Blacksmith; Michael O'Dea, Pipe Shop; Carlisle Stecher, Timekeepers; William Martin, Pipefitters; John Sweeney, Inside Machinists; Harry Jost, Electricians; Alex. Chisholm, Electricians; Joseph Herzog, Plumbers.
(Second row) John Beverley, Burners; Charles S. Davis, Pipe Shop; Charles G. Pearson, Outside Machinists; Peter J. Bresnan, Carpenters; George Drew, Plate Shop; Edward McGibney, Plate Shop.
(Bottom row) Mortimer W. Mead, Treasurer; George F. Keenan, Office; Joseph Boivin, Sheet Metal; Frankie Mack, Sheet Metal; Patrick O'Mahoney, Painters; Joseph G. McGuirk, President; Miss Marjorie H. Davis, Office; Frank Falconer, Office; Louis Leiser, Plate Shop; Albert Simendinger, Hull Dept.; David Lyle, Hull Dept.; Thomas White, Electricians; Hugh McQuillan, Inside Machinists; Edward J. Hannavin, Secretary.

To Elect Association Officers Next Month

THE annual election of officers for the Employees Association will be held the first Wednesday in April. Interest in the contest is already high and the prospects are that this year's campaign will be a stirring one.

Nominations will be made at the annual meeting of the Association on the last Wednesday in March.

It is to be a wide open field this year. Joe McGuirk, president for the last two terms, will not run again.

"If the two term rule is good enough for presidents of the United States to follow, it's good enough for me," says President Joe, "Two terms are enough for any man."

Another figure familiar in past campaigns will be missing this year, as Joe Lowe announces that he will not be a candidate for any office.

Who then will be in the race for president of the Association?

Here's the list of the probable candidates already being talked of:

Charles Pearson, Outside Machinist; George Drew, Hull Department; Charles Jennings, Hull Department; Edward Hannavin, Brass Store Keeper, James MacFarlane, Burning Department, Edward McGibney, Plate Shop and Joe Frank, Dock Hands.

Picking up "Who's Who in Morseville," we learn:

Pearson—Outside Machinist; in Morse service about five years; former city fireman and still carrying a city fire badge; licensed engineer; first became interested in Employees Association as member of Conference Board; elected director to fill vacancy; active on outing committee last summer; as result was made chairman of minstrel show and annual ball and reception; made good on same.

Drew—Worked for Mr. Morse 25 or 26 years ago in the old yard; now employed in Plate Shop; member of Conference Board; served efficiently on last year's outing committee; as member of monthly entertainment committee has done good service; active for several years in presidential elections; member of Election Board; made big hit as Santa Claus at 1920 Christmas party.

Jennings—Chairman of the outing committee last summer and credited with much of the success of that affair; good hard worker for Employees Association generally; served on Christmas party committee.

Hannavin—Came first to Morse's as toolroom clerk in Sheet Metal Shop three or four years ago; on account of ability was put in charge of Brass Store Room; succeeded Jimmy Donovan as secretary of Employees Association; very active in all Association work; a faithful, conscientious officer.

McGibney—Came to Morse yard five years ago. Has always worked in the Plate Shop and has been member of the Board of Directors for three years. In 1918 he ran for presidency of the Association but was defeated by James MacFarlane in an interesting campaign. Is known as "the little man with the big shears," and holds the high regard of his co-workers and has many warm friends throughout the yard.

Frank—Employed as a Dock Hand in 1917. He is a member of the Conference Board, is on the Relief Committee and has been a very active member on same. He was also on the Ball Committee and has always taken a great interest in the Employees Association affairs.

MacFarlane—President in 1918 and an active member of the Association from its very start. Always a popular candidate. Friends are urging him to run again this year. During the past two years he suggested McGuirk's candidacy.

The question as to whether Tom Smith, Sr., will run again is the subject of much comment. Two years ago he gave McGuirk a hot run for the presidency. Smith has many followers who believe that his experience in fraternity work would be of great help to the Association.

Hannavin has made an acceptable secretary and perhaps if he finds his presidential craft too lightly ballasted he may seek another whirl in his present office.

The treasurership has been most acceptably and efficiently handled for four years by Mortimer W. Mead and should he consent to stand for reelection there is little likelihood of his being defeated.

An innovation in the election of Directors and Conference Board members will probably go into effect this year. Heretofore the elections in the various departments have been held prior to the presidential election but at this month's meeting of the Association a constitutional amendment providing that the departmental elections be held the same day as the presidential election will be voted upon.

Its passage is regarded as probable. The change is not expected to affect the chances of any of the candidates in any way, but it will make the general election day of greater interest than in any previous year.

Work on the tickets and platforms will begin in earnest this month and the political pot will be all a-bubble.

Almost every big department in the plant will be represented among the candidates for the chief offices and with candidates for the Conference Board and the Board of Directors in each department a lively campaign is anticipated.

Business Meeting Lively

AN interesting discussion and warm defense of the relief policy of the Employees Association and especially of the nickel deduction plan, marked the business session at the regular monthly meeting January 20. It followed the reading of the report on the relief work done in 1920.

The meeting was called to order by President McGuirk and the minutes of the previous session were read by Secretary Hannavin. Mr. Mead, the treasurer, then read his monthly report, a summary of which will be found elsewhere in this issue of THE DIAL.

President McGuirk said he had been informed that there was a lack of enthusiasm among the teams engaged in the bowling tournament and it had been suggested that the tournament be brought to an end the last week in January. In case this was done he thought the prizes should go to the teams then in the lead.

Tom Smith, of the Carpenters, asked how many captains had expressed themselves in favor of curtailing the tournament. "Three," replied President McGuirk.

"Well, I have talked with eight captains," said Mr. Smith, "and they are all in favor of going through the whole schedule. Furthermore, a contract has been made for the use of the alleys and just as our own Morse company expects contracts to be carried out, so do the proprietors of the American Bowling Alleys. They reserved them for us and it is doubtful now that all winter schedules are arranged if they could get another league to fill up the time. Anyhow, eight of our teams are ready to go on and finish the season."

In view of this statement the matter was dropped and the tournament will go on as originally planned.

The president announced he had received a letter suggesting that the annual election of Directors be held on the same day as the presidential election. This would involve a slight amendment to the constitution, and he asked if the members desired to act on the matter.

Tom Smith thought the change would complicate matters since each department elects its own director.

The president explained that plans were proposed to avert all confusion. No motion was made from the floor, however, and the matter went over.

Peter Bresnan moved that the officers be empowered to purchase flowers to be sent to the immediate relatives of members in case of death. This motion was adopted.

Secretary Hannavin read the report of the Relief Committee covering the period since the inception of the "nickel deduction" policy to the end of 1920, a summary of which was published in last month's DIAL. The report was signed by F. Falconer, J. Sweeney and J. Frank.

On the invitation of the chair, Mr. Frank took the platform as spokesman for the Relief Committee.

"Some of you fellows are always kicking when a deduction is made. 'There's another nickel gone to h—,' you say. 'What do they do with it?'

"Well, I tell you this: if you saw the letters our committee gets from distressed families—father or mother sick and children cold and hungry—you wouldn't want five cents deducted from your envelopes, but instead you would gladly give ten cents or a quarter.

"A week or so ago a fellow that howled

the loudest over a nickel deduction from his pay got sick himself and came around asking the Relief Commitee, "Can't you help me out, my wife and children are suffering." And we helped him out, and he thinks better of the plan now. Any one of you may be in the same fix yourself tomorrow. You can't tell when you'll get sick.

"Only last night I called on two men who needed help. One was at the Norwegian hospital and the other was an old yard laborer who was in as bad shape as you'll ever see anybody in while still alive. I tell you again, men, if you saw the distress we see, you'd never kick any more about your nickel, but you'd be wanting to give more for relief."

Mr. Frank, who at first was greeted by some light banter, was cheered to the echo at this point.

He concluded by saying that enough collections ought to be taken to provide a reserve in case of emergency as in one case money was lacking when needed in a hurry.

Tom Furlong declared that Mr. Frank had expressed the real spirit of the men in the yard and moved that he be thanked for his talk. (Cheers).

The president thereupon thanked Mr. Frank on behalf of the gathering. The report of the Relief Committee was then accepted.

Mr. Bresnan moved that a theatre party be given as last year to the girls of the office force, who although they are regular contributors to the Association do not have the pleasure of attending the monthly entertainments.

Mr. Mead spoke in opposition, stating that as a strictly business proposition, he did not favor the proposal. He said there are about twenty girls, each paying five cents a week, amounting to around $2.50 a year apiece. It would take nearly this whole amount to pay for the theatre tickets and the Association would be in the position of paying the girls to belong to the Association, he contended. When the parties were held in Prospect Hall a year or so ago only about three of the girls in the office attended, he said.

Mr. Mead said that he did not want to deny the office girls any pleasure which the Association could afford them but that it was not a good business proposition to expend more money for them than they paid into the Association.

The motion was defeated.

The following letter from Capt. Edward T. Fitzgerald of the Second Naval Battalion was read by Secretary Hannavin:

"My dear Mr. Hannavin: It gives me great pleasure to receive your letter of appreciation for the use of the Armory for the Christmas Tree Celebration for the children.

"It is always a great pleasure to do anything for the 'kiddies,' as they are the men and women of our future generation, and, as the ancient and honorable saying is: 'As the plant is trained so will the tree grow.' I feel that at this time when every person, young and old, man and woman, in the United States should be 100 per cent American, that nothing could be of greater benefit than to teach the children how good our system of government is for each and every one of them.

"Also it is a great source of pleasure to know that your men are willing to cooperate with the Second Battalion and should any desire to join the Battalion we will be glad to have them come down there any Monday evening and take up with the executive officer, Commander A. I. Perry, or myself, the question of joining the organization."

The letter was greeted with applause which grew in volume after remarks by Mr. Lowe.

"When we were granted the use of the armory," said Mr. Lowe, "we understood we were to pay the cost for the lighting and heating, but when Mr. Benner called up after the celebration and asked the amount due he was told that the Second Battalion would accept nothing at all—that everything was gratis."

Charles Jennings, from the floor, suggested that some action be taken to call the attention of boys and young men in the yard to this invitation to join the Second Battalion.

President McGuirk replied that the question of joining the navy must be left with each individual and that the Association could not ask anyone to join.

The business was then adjourned and the entertainment proceeded.

Relief Work Goes On

FURTHER testimony to the excellent relief work done through the collection system which is administered under the direction of the Welfare Committee of the Employees' Association is furnished by a report for last year submitted by the committee, Frank Falconer, John Sweeney and William Jackson.

The report shows that during the period between July, when the plan went into effect, and the last day of the year ten collections had been taken which had yielded a total of $1512.95. Of this amount $1490 had been paid out in relief and the balance of $22.95 was carried forward to January 1, 1921. The number of families that had been given assistance totalled 36.

Since the last issue of THE DIAL the committee has reported a number of collections and donations.

Donations from deductions made from payroll for weeks of December 14 and December 21 were used to help the following:

No. 5142, Plumber's helper, suffering from tuberculosis. He is the father of four children and is at present confined in a sanitarium, and probably will be unable to return to his home for another year.

No. 5019, Coppersmith's helper, was also assisted. On November 2nd he broke his arm which resulted in depriving him of his work, and in all probability he will not be in a condition to resume employment for several weeks.

The family of a plumber who died in St. Peter's Hospital about two weeks ago. He had been in the hospital for quite a long period. His family are in very straightened circumstances.

Office employee whose mother died on Sunday, December 19th. Her father and eldest sister are both invalids and unable to work. She has three younger sisters who are too young to work. She has been the sole support of the entire family.

Shipfitter's helper has been unfit for work for the past four months, and is at present in the Kings County Hospital. He has absolutely no friends and is without any resources.

Donations from deductions made for the week ending December 28 were as follows:

No. 3880, Outside Machinist's helper. On November 16, he had a fall which resulted in a contusion of the right wrist, thus rendering him unfit for work. A wife and child are depending upon him for support. He has had to pawn some of his belonging to meet his rent bills.

No. 4373, Pipefitters' helper, has been confined in the Kings County Hospital. Wife also sick and in the Cumberland Street Hospital.

No. 22033, Handyman, Hull Department, had his foot crushed while working on the dock on November 18. A wife and three children are depending upon him for support. It will be several weeks before he will be in a condition to return to work.

No. 1500, Rigger. On November 15th, he had a fall, resulting in a fractured jaw-bone, and was taken to the Norwegian Hospital.

Donations from deduction of January 8th:

No. 1586, has been confined in the St. Lawrence Hospital during the last six weeks by a case of pleurisy and pneumonia. Four children and a wife are dependent upon him for support.

Donations made January 12 from money received from previous deductions:

No. 7138, taken sick on his way home from Minstrel Rehearsal. Upon calling on a doctor it was found that he was suffering from a case of grippe, which later developed into pneumonia. A wife and five children are dependent upon him for support.

No. 29744, deckhand on the tug *E.P. Morse*, was recently taken to the Norwegian Hospital suffering from a complication of diseases. During recent years he has sent practically his entire wages to support his wife and family in Norway, where they returned in hope of bettering his wife's physical condition. He is now without funds, and has no one to help him through his illness.

Donations made from the deduction of January 18th were:

No. 22017, Chain Gang, lost time through sickness. Family in very hard circumstances, through the death of fourteen months old girl, and the illness of his three year old son, and also his wife.

No. 1580, Ship Fitters' helper, confined to his home over six weeks. Has to support a wife and four small children, and will not be fit for work for several days.

January 25th deductions were spent as follows:

No. 1608, Bolter Up, compelled to be away from work for four months with kidney trouble and unable to return to his work.

No. 20159, a storeroom employee, absent from work month and a half, with an attack of neuritis, and unable to return to work for some time.

No. 10700, Laborer, home ill during seven weeks, and unable to resume work for some time. He has a wife and four children to support.

It Hadda Be Done

By Tom Furlong

TWENTY-EIGHT years ago we used to carry our Daddy's lunch to him while he was working on a building being built for the Walworth Manufacturing Company in Boston. Kid-like, we wandered through the machine shop and became acquainted with an old gentleman with whom we subsequently spent many happy moments. We learned that he was Mr. Stillson, the inventor of the Stillson wrench.

The Stillson wrench meant nothing in our young life then, but it sure does mean something to us now, when, as a member of the best pipefitting crew in the best shipyard in the world we realize what a boon to mechanics this same Stillson wrench is.

But the word inventor meant a whole lot to this kid. If we had seen and talked with Mr. Edison himself he could not have formed a greater impression on our boyish mind. We plied Mr. Stillson with kid questions and this old gentleman went into details as if we were some millionaire wanting to buy his patent. Finally we asked him, "How did ya come to do it? How did ya think of it?"

The one o'clock whistle blew and before its echoes had died the old gentleman had started his lathe and said to us kindly, "Sonny, *it hadda be done and we done it.*"

We don't know if the old gentleman is still at Walworth's or whether he has passed to the reward that is sure to be his, but all our life we've seen examples of his, "*It hadda be done, and we done it.*"

About the same time, a blacksmith who had a small shop on 26th Street, Brooklyn, had laid plans for a large ship repair yard. He had made his shop the best of its kind. He wanted to have the biggest and best ship repair yard in the country. All the big ships were then repaired in Europe and he wanted the country of his adoption to have the best. Tired and begrimed with oil and dirt at the end of his day's work he would lay his plans.

"They" said it couldn't be done, but today the Morse Dry Dock & Repair Company stands first among the ship yards of the country. "*It hadda be done and he done it.*"

Twenty-five years ago we took a pleasure (?) trip to Europe on the Cunarder *Devonian.* As one of Charley Ballem's cattle chaperones we were valet to various members of the Cow family. Our duties were to help prepare supper and make the beds for the Papa and Mama cows and several Kiddie Kows.

We were fifteen days on the trip to Liverpool. On the return trip our steering gear broke while a day or two off Cape Race, Newfoundland. Helpless and without means of communication we slowly steamed until later guided to port.

Nobody had thought of communication through the air. But a few years later we stood on a cliff overlooking the Narrows at the entrance to the harbor of St. John's, Newfoundland, and beheld a ship being towed into port after wirelessing her distress to Cape Race, where one of the largest wireless outfits in the world stands today, only a few miles from the house where we were born. Today we can wireless across the ocean and every ship has a wireless outfit. "*It Hadda Be Done and They Done It.*"

Twenty years ago work was being done in this yard on a famous racing yacht. Part of the work, a bronze keel, was sublet to an outside contractor. At the last minute this contractor notified Mr. Morse that "it couldn't be done." Two days were all that were left in which the job should be done. "They" said it couldn't be done. The job was taken back to Morse's and finished in two days. "*It Hadda Be Done and They Done It.*"

Sixteen years ago we attended the army maneuvers in Virginia as a sergeant in the old Ninth Mass. Our duties brought us into the company of several commissioned officers who were discussing the policy of military preparedness on the part of our country. A few said our military should never leave the country to fight.

Two little shavetails, Lieut. Eddie Logan of the Ninth Mass., and Lieut. John F. O'Ryan of the 22nd N. Y., were quick in voicing their opinion that our military "should go to Hell if necessary" for the honor of our country.

Others said we could never raise an army to go abroad. Less than a decade later the world was aflame, an American army fought shoulder to shoulder with her allies, not only for America's honor, but for the honor of the world, and no outfits fought better than the 101st Inf. (old Ninth) under Colonel Edward L. Logan, and the splendid 27th Division, under General John F. O'Ryan. Our boys delivered the goods. "*It Hadda Be Done and They Done It.*"

Fifteen years ago we were juggling gas bottles for Jimmy MacFarlane, when the Burner's quarters were in a little shanty plastered against the machine shop wall like a wart on a pickle.

Our duties were to mark each bottle "Empty" or "Full" as the case might be, but to save time and labor we devised the mark "M. T." which you see on all empties in the yard today.

A big job, the *Missourian,* came in to be converted into an oil burner. This job required a lot of burning to be done in a short time. MacFarlane gave his estimate.

"They" said it couldn't be done, but Jimmy and his gang of burners "done" it and to-day the Hawaiian-American Line is one of our best customers. "*It Hadda Be Done and They Done It.*"

Three years ago the *Avalon* lay in the Great Lakes and our country needed her for trans-Atlantic transport work. Her dimensions prohibited taking her through the canals and she was cut in two athwartships and taken to Boston. After the war she was bought by Wrigley, of Spearmint fame, who desired to convert her into a passenger ship which would be as famous as his much advertised product.

"They" said it couldn't be done. The *Avalon* was taken to Morse yards and inside a few months became one of the most beautiful vessels of its kind in the world. Today she plies between Los Angeles and Santa Catalina, a splendid advertisement on one ocean of the best ship repair yard on another ocean. "*It Hadda Be Done and We Done It.*"

For years co-operation between employer and employee has been only a theory in most cases. The employer said that he could pay more money if waste were eliminated, if more work were accomplished and if the better class of employee stuck to their jobs. The employee said he could stay longer, work better and waste less if he were paid better and treated better.

"They" said that absolute team work between employer and employee was impossible. The bosses were out for all they could get and the employees were out for all they could get. There is not a man in this yard to-day, who is not out for all he can get—and 99 per cent of us want to get it on the level. The Big Chief, our employer, is out for all he can get, that's a cinch, but—his worst enemy can't say that what he has and what he's going to get is not gotten on the level. So let us all continue to pull together, Morse for all and all for Morse.

"*It Has to Be Done and We're Doing It.*"

THE MORSE
DRY DOCK DIAL

A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company, and to the interests of the Company

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Vol. 4 MARCH, 1921 No. 3

An employee trying to make good should be given plenty of rope. If he is made of the wrong stuff he'll hang himself with it. If he's the right kind he'll make a ladder of it.—Northern Furniture.

The Dependable Man

THERE is a type of man who is built for success. He may have genius or just ordinary talent—no matter. The point is that he always "arrives." While others plod the weary way, *he gets ahead.*

Those who take note of his progress often cannot account for it. So they say he is "lucky." Or they whisper it about that he has a "pull with the boss."

But the secret is deeper than that. He is a man who is *absolutely dependable.*

Make yourself dependable, and you come as near being indispensable as any of us can hope to be. You will be the last one your employer will wish to part with, and the first one he will want to *promote to greater responsibilities.*

But do not be deceived. Dependableness is a rare accomplishment—so rare that every executive is on the lookout for it wherever it may be found. It cannot be acquired by wishing for it. It is the prize that comes from self-mastery.

What is a dependable man? You can tell him by these ear-marks:

First, he is one that you can rely upon to do his own thinking. Business requires thinking, and someone must do it. The dependable man never sidesteps his share nor tries to pass it along to someone else. You always find him on the alert. His brains do not flit away on vacations, leaving his job without a guardian.

Next, he is one whose judgment you can trust. He doesn't do foolish things. He knows his own abilities: and not being conceited, he is equally *aware of his own weaknesses.* He has the happy faculty of understanding other people's viewpoints and of seeking their advice when he ought. Also, he knows when to *act on his own initiative.*

Finally, he is a man you can listen to, taking stock in whatever he says. You are sure that he speaks only after due reflection. He does not talk to the galleries or for the purpose of "grinding his own ax." He makes his suggestions and pleads his cause solely in the interest of the business.

Such a man is safe. Important duties may be entrusted to him and he will handle them with diligence, good sense and earnestness.

If you are looking for the quickest route to opportunity, learn to be this type of man. There is no better time for sowing the seeds of dependableness than the dawn of the New Year. This is when one should take inventory of himself and set out to attain those qualifications which are essential to success.

Be dependable—a burden lifter. By lightening the anxieties of those who must give account for your doings, you will make yourself their favorite. And they will help you achieve your ambitions.

J. Ogden Armour.

—o—

Stepping Stones

A ROOSTER struts about the barnyard. What a fine opinion he has of himself! Every now and then he hops up on a rock or stump and crows long and lustily. One would think he was king of all he surveys. But let the farmer come out with the ax looking for a Sunday dinner, and how quickly chanticleer's mein changes.

Some people are like the rooster. They cannot stand success. It goes to the head. A single brilliant attainment spoils them for the future, —because they stop to admire themselves. They forget the basis of success,—stern, hard work.

Reputation gains little recognition in a new field unless it is coupled with hard work. The lad fresh from school has to forget the flattery and glory of his achievements in that little world and strive with all his might to win success in the larger world.

Says a great philosopher, "Don't stop to crow from each little mound." Look forward, making each success a stepping stone to greater achievements.

—o—

The Idea Has Merit

WE hoped and prayed that the cost of living would come down. Our hopes and prayers are being fulfilled. Are we offering up thanks? No; we are whining louder than ever. We are all sure and certain that if prices kept on soaring, disaster would overtake us. Now that prices have ceased soaring, we are sure and certain that still worse disaster will befall us. The truth is that what is happening now is the best thing that could have happened both for our pockets and our souls. We were indulging in riotous living. We are now sobering up. Of course, the process is not pleasant. But are we not acting like babies rather than like men? Let's quit acting the part of spoiled children and conduct ourselves as full-grown adults.—

Forbes Magazine.

—o—

Common Sense Amusement

FOR generations, people wound their watches with keys. They carried the keys in their pockets, and the little hole in the key would fill up with dirt. The key was good for nothing until the dirt was removed.

Finally, a farmer knocked a little hole in the side of the key, pushed a stiff straw through the side of the key, and removed the dirt instantly. He patented the idea, and got rich. He tempered a Necessity with Common Sense.

You perhaps know that Common Sense is so rare that some languages have no adequate words for it.

Baseball was played after working hours in a certain city, but without system or without any league of clubs. Daylight-saving came along adding an hour of sunlight. A practical business man saw that hour of light, formed a Twilight

Baseball League, and revolutionized the community's amateur athletic situation.

Men finished their mill or factory work at five, ate supper, and then played or watched seven innings of baseball from six to eight o'clock. The different industries entered into friendly competition and better feeling spread not only throughout the town, but between employer and employee.

Common sense is a gyroscope applied to a big idea to make it practical. The gyroscope on a machine helps it keep its balance. A gyroscopic top spins in an upright position no matter where you put it.

Community Service is a new national movement aiming to apply common sense to the great amusement wave now sweeping the country. Untold millions in money have been spent on recreation these last few years. Because millions were spent destructively for "booze" through so many years, the saloon had to go, even though it carried with it the "poor man's club", a valuable social institution.

The new national movement, Community Service, Incorporated, with headquarters in New York, believes opportunities for wholesome amusements and recreations should be distributed throughout all communities in this country.

Every healthy American wants to have a good time. There's time for play, as well as for work, but the chances for the right kind of play are often wholly lacking. Should there not be in every community reasonable chances for all the people to find healthy, clean and useful amusements and recreation?

By O. F. Lewis.

—o—

Anent Mr. Morse's Letter

WE want to say a few words more about the personal letter Mr. Morse recently sent to the employees of this company with reference to the present situation confronting the ship repair industry.

This letter, sent to your homes, was prepared after a careful study of the present nation-wide business slump as it affects our yard and also after much thought about how to make every individual employee realize the importance of doing his or her part toward meeting the situation.

Mr. Morse is a man of optimism as we all know. If he had not been an optimist he would never have attained the remarkable success he has made during his life.

If the problems which beset this industry, not only here but in all other cities, were merely incidental and likely to solve themselves in due course of time, Mr. Morse would have refrained from making the matter the subject of a personal letter to you.

Those who received the letter should, therefore, not regard it lightly but rather consider it seriously because it states a condition that exists and which will continue to exist until a satisfactory readjustment of economic conditions is brought about. And that will not come until every individual, not only here but in every industrial organization in our country, gets on the job with all his might.

Our particular industry is different than most others. There will always be ships to repair so long as ships are used, but the question of who gets the work to do will depend entirely on who does the work best, the quickest and at the most reasonable prices.

Ours is an international industry because we work on vessels from all parts of the globe and we have therefore to compete with repair organizations in all parts of the world. To do so means that every one of us must produce a full day's work.

Eternal vigilance is the price of other things beside liberty and in this case vigilance in guarding against the dishonest, shirking loafer may prove to be the price of your bread and butter.

Calendar Tide Table **~MARCH~** High Water Governors Is.

SUN	MON	TUE	WED	THU	FRI	SAT
Last Quarter 12-31	New Moon 9th	1 1:40	2 2:42	3 3:41	4 4:35	5 5:23
6 6:05	7 6:43	8 7:18	9 7:50	10 8:19	11 8:48	12 9:17
13 9:52	14 10:34	15 11:23	16 12:23 P.M.	17 1:03	18 2:25	19 3:21
20 4:59	21 5:59	22 6:52	23 7:42	24 8:30	25 9:16	26 10:01
27 10:47	28 11:35	29 12:27 P.M.	30 0:50	31 1:50	First Quarter 7th	Full Moon 23rd

TIME OF TIDE IS A. M. UNLESS OTHERWISE NOTED. HIGH WATER AT SANDY HOOK DEDUCT 30 MIN.

Association Calendar

Collection Committee meets every Monday at 4 p. m.

Finance Committee meets last Tuesday of every month.

Directors meet last Wednesday of every month.

Association entertainment and business meeting last Wednesday of every month, unless otherwise announced.

Entertainment Committee meets 2nd Monday of every month.

Fire Prevention Committee meets 3rd Monday of every month.

Relief Committee meets last Monday of every month.

Employees Association Directory

OFFICERS

President—JOSEPH McGUIRK
Hull Department

Vice President—VACANT

Secretary—EDWARD HANNAVIN
Brass Storeroom

Treasurer—MORTIMER W. MEAD
Office

Directors and Conference Board Members (d) for Director; (c) for Conference Board

CARPENTERS, JOINERS, PAINTERS AND WOOD CAULKERS—Peter J. Bresnan (d) Harry Anderson (c).

OUTSIDE MACHINISTS—Charles Pearson (d) Al. Cumming (c) William Mills (c).

INSIDE MACHINISTS—John Sweeney (d) Hugh McQuillan (c) Frank Ulsmer (c).

PIPEFITTERS—Michael O'Dea (d) Charles Davis (c) William Martin (c).

BLACKSMITHS—James Tester (d) Robert McQueen (c).

RIGGERS AND DRY DOCK HANDS—Edward Kelley (d) Eugene Callahan (c) Harry Carlson (c).

COPPERSMITHS, PLUMBERS, PIPE COVERERS—Thomas Hayes (d) Joseph Herzog (c) Wm. A. Bush (c).

BOILERMAKERS — William Jackson (d) Harry Beattie (c) Michael Schilling (c).

OFFICE, ESTIMATORS AND SOLICITORS —Frank Falconer (d) Miss Marjorie H. Davis (c) George F. Keenan (c).

DRAUGHTSMEN, PATTERN MAKERS, INSPECTORS—James M. Donovan (d) Leonard Wallace (c) Thomas C. Rathbone (c).

SHEET METAL WORKERS—Frankie Mack (d) Wm. Ulrich (c) Joseph Boivin (c).

PLATE SHOP—Edward McGibney (d) George Drew (c) Louis Leiser (c).

ELECTRICIANS — Harry Jost (d) Thos. White (c) Al Chisholm (c).

HULL DEPARTMENT — Al. Simendinger (d) David Lyle (c) John Dresch (c).

BURNERS AND WELDERS—James MacFarlane (d) John Beverley (c).

MISCELLANEOUS — Including Chauffeurs, Storeroom Hands, Garage Mechanics, Crews of Launches, Timekeepers and Watchmen—Carlisle B. Stecher (d) William A. Jarrell (c) Fred Lembke (c).

COMMITTEES

RELIEF COMMITTEE—Morris Levy (Pipe Shop) Archie Campbell (Carpenters) Otto Rochelle (Inside Machinists).

ACCIDENT PREVENTION COMMITTEE—Frank Falconer (Hospital) David Lyle (Hull Dept.) Samuel Olsen (Chain Gang) Harry Beck (Carpenters) Ernest Hahne (Outside Machinists) J. C. Ballis (Laborers).

SANITATION COMMITTEE—Joe Toomey (Hull Dept.) W. Carr (Pipe Shop) Dan Smith (Plumbers).

ENTERTAINMENT COMMITTEE — Geo. Drew (Plate Shop) William Burke (Carpenters) John Finneran (Garage).

FINANCE COMMITTEE—Charles Menzies (Welders) Harry Anderson (Carpenters) Michael O'Flaherty (Air Plant).

WELFARE COMMITTEE (Embracing Yard Collections) — Frank Falconer (Hospital) Joseph Frank (Dock Hands) John Sweeney (Machinists).

BOWLING COMMITTEE—Henry Rochelle (chairman) Harry Anderson, Jack Gannon, John Kelly, Adam Lester.

FIRE PREVENTION COMMITTEE—Louis Leiser (Plate Shop) Harry Gardner (Burners).

Among Our Old Timers

Fourteen Years Employed Here

DON'T imagine for a moment that all "old-timers" in point of service in the Morse yard are also "old-timers" in age. For instance, this "old-timer" story is about John Sjursen, that sturdy and stalwart descendant of the Norwegian vikings, who recently has been capably filling the position of acting superintendent of riggers, and who is only 41 years old.

In these days of change and "rolling stones" fourteen years is a lengthy period to work in one place and John will in a few more months reach that milestone of his career under the Morse banner, all of which has been spent in the Rigging Department. This qualifies him as an "old-timer" in the yard, although he is still at the full ripeness of physical and mental vigor.

"It is the job of the riggers to take out or put in any part of a ship other than the shell," explained John when asked to talk about his work. "We do just the moving, mind you. The parts we move are not detached by us and the parts we move in are not attached by us, either."

Everything but the shell! It will be seen that the rigger has a regular man size job. Is it necessary to remove from a vessel its burned-out boilers? Or its worn-out engines? Or anything else weighing between a few pounds and thirty tons?

Well, some other gang may unfasten them, but the rest is up to the riggers. Likewise the replacing of new or reconditioned equipment.

John Sjursen

And that's what John Sjursen has been doing or directing for something more than thirteen years in the Morse yards. It is in such tasks as this that the greatest liability to accidents is incurred. Ask John for inside information on how often men in the rigging crew to which he belongs are laid out by accidents and you'll learn why he's won his way to a responsible position in the Morse service. The answer is:

Safety First!

That's John's motto, for he intends to live to a ripe old age himself and to do all he can to see that the men working with him also are not cut off before their time.

John's usually rather slow in speech, but on the subject of safety he becomes animated.

"It's all in the way you do things," he explains. "Use tackle capable of lifting only three tons to raise five tons and maybe somebody won't live long. Use tackle that will lift five tons to raise three tons and maybe a bit more and you're all right. Always have plenty of strength in reserve, that's the secret of safety for riggers." He will tell you emphatically how important it is to see that every other detail of moving and hoisting heavy objects is carefully attended to before saying, "Heave away," and when he gets through you are not so surprised as you otherwise would have been to hear that in all of his experience in the Morse Rigging Department he has seen no serious accident to the riggers. Not one.

Like most of the old reliable Morse workers John is a contented and comfortably established family man. With his wife and three children—two boys and a girl, all in school—he lives at 458 58th Street, Brooklyn. On the kindergarten page of this issue we are printing pictures of the Sjursen children.

John's days of courtship are still fresh in his memory. It seems he wound up a strenuous career of deep sea-going by several years' service on private yachts, including Gould's *Niagara* and others of the same luxurious type. This gave him lots of spare time at Shelter Island, that beautiful haven of the millionaire yachtsmen off Long Island. An idyllic spot for love-making.

The future Mrs. Sjursen was employed in one of the households of the very rich at Shelter Island. She, like John, was from Norway and she loved to hear such stories of adventurous voyages to all parts of the world as John had to tell. So there you are.

Born at Haugsund on the coast of Norway, John passed a boyhood full of lively action. Fishing and hunting with his father, helping on the little farm with the rest of the family, skating and skiing during the long and cold winters and seven years of schooling occupied this period.

On leaving school he went to blacksmithing but at eighteen the call of the sea prevailed and he made the first of many trips across the North Sea to England. One of the coalers he served on was wrecked in a storm and was beached. It was a tough experience but no one was lost and the boat herself was pulled safely off after being lightered.

"That North Sea is no joke," says John, with a shake of his head.

Voyages between Amsterdam and other Holland ports to Archangel, Russia, and back again were next in order. "Fine in summer, you never want to go to bed at all in that land of the midnight sun," he says.

Then on English boats trading at Black Sea ports and at last the first trip to America from Stavanger, Norway, to Nova Scotia. Back to England John went and shipped on a Hollander for Java.

New Jersey mosquitos are nothing to the Java variety and they liked John exceedingly. John didn't like them because they sent him to the hospital with malaria. On getting out he went to Singapore and shipped on a Dutch trader that had been operating along the Chinese coast with a Chinese crew but which took on a white crew for the trip back to Holland.

Across the Atlantic again on another trip to Halifax, trips between that port and New York, a voyage to Buenos Aires in a full rigger and back to Nova Scotia, and thence again to New York. Then came the period of multi-millionaire yachting, and finally the settling down at the Morse yard.

And now days of faithful, conscientious work and evenings for the retelling of stirring sea tales to Mrs. John and the children.

Apprentice School Growing

THE class of apprentices is gradually increasing, several new faces having appeared during the last quarter.

Following the custom started some months ago Thomas C. Rathbone, the instructor, gave the class a review examination for the last quarter of 1920. A general review of mathematics occupied the morning session, and the afternoon was devoted to a review examination in the elementary mechanical drawing exercises.

The results of these examinations were averaged with the daily work to arrive at the final quarterly standing of each apprentice. The results are becoming more gratifying with each examination.

Garret Misset, machine shop apprentice, topped the list with final average of 100 per cent., his every paper having been perfect. Misset has done extraordinarily good work since the inception of the class and big things may confidently be expected of him later on.

Also worthy of special mention are George White, Fred Hanson and Charles Ambriano, and the draftsmen apprentices, Charles Kelly and Peter Forti. Some of the younger apprentices, especially those who had not had fair schooling advantages, brought up rather lamely in the rear, emphasizing the need to divide the class for more individual handling.

All the boys are taking readily to the drawing exercises and all will soon be able to make presentable drawings of machine parts, patterns, sheet metal work, etc. The studies in mathematics consist of mensuration, geometry, algebra, trigonometry and logarithms and special lectures on various engineering topics are frequently given.

The individual instruction pertaining to the particular department to which the apprentice belongs will prove of great value in addition to the general subjects. The various department heads are asked to cooperate with the school in order that apprentices in their department will be insured of getting complete and thorough instruction.

"We are developing several mathematical wizards," says Mr. Rathbone, "and any man in the yard with a knotty problem to be worked out is invited to send it to the apprentice school."

Following is a list of apprentices and their standing for 1920, fourth quarter:

Ambriano, 80; Bernard, 29; Bird, 59; Brosile, 59; Colletti, 68; DeSomna, 71; Fanroth, 76; Forti, 80; Heans, *; Hanson, F., 90; Hanson, C., 52½; Heaney, 41; House, 33; Keating, 55; Kelly, 78; Konop, 35; Maher, 39; Mahland, 60; Marscheau, *; McKenzie, 70; Misset, 100; Nasta, 51; Owens, 49; Sangiorgio, 78; Seneca, 81; Seversen, 55; Smith, 51; Stadelberger, 37; Tonker, *; Tramantana, 48; White, 96; Wood, 37; Telese, *; Contier, *; Dawson, *.—* Special.

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Doc Pearson Goes Back to Farm

IT'S back to the land for Kenneth (Doc) Pearson, who resigned his position as ship inspector on Mr. Hallock's staff and left for Vermont on Saturday, Jan. 26. Mr. Pearson owns a farm of 160 acres at Middlebury, Vt., in the Green Mountains, and decided to go there with his family and undertake the cultivation of crops to help feed an undersupplied world. "Doc," as he was universally known throughout the yard, had served here for five years as ship inspector and had many friends who will wish him success in the role of farmer.

His Ingenuity Saves Time

HAVE you seen Van Gelderen's tar barrel hoist? It's a queer looking jigger but it delivers the goods. When Van was made salvage foreman one of the problems that vexed him most was the handling of the crude oil or tar that had been ladled into barrels from the tankers brought to the yard for repairs.

Scores and sometimes hundreds of these barrels, each weighing around 500 pounds when full would be left out on the piers. It was up to the salvagers to remove them. The barrels were too heavy to be lifted on to trucks. Two or three barrels would take an hour's time.

Not so now. Van found a platform on wheels, rigged up a "junked" motor and invented a derrick equipped with a hook. Also a pair of magnified "ice tongs." The outfit doesn't look very pretty but it works.

The 500 pound barrel is grabbed by the tongs, the tongs are grabbed by the hook, the power is turned on and the barrel is lifted onto the truck in a few seconds. More than a hundred barrels can be loaded or unloaded in an hour by this device.

The salvage department was almost impatiently awaiting the first big snow. Ever since cold weather came Van Gelderen has had a nine-foot plow fastened to the front of a powerful truck. One swipe forward and back and it would clean off a pier. Van requested the night watch to call him in case of a heavy snow in the night so that he could come down and run the plow himself. But up to the middle of February the snow held off.

When it comes to running trucks Van is right at home. He "chuffed" one before being promoted to his present job and month after month drew down the $10 prize which Mr. Morse hung up for the motor truck man who kept his machine in the best condition. The salvage department is doing very creditable work and deserves praise for the efficient manner in which it keeps the yard slicked up.

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Good Vaudeville Program

THE star feature of the vaudeville program presented at the January meeting of the Employees Association was the dancing and fun-making of the Lombard Brothers, Irish comedians. Their jigs and clog dances were of an old-fashioned sort but all the better for that, and their stories and songs were much enjoyed.

Miss Rose Taylor opened the program with songs and dances and was warmly applauded. A monologue and songs by Lou Teller, "Hebrew politician," went strong. The funny stories he told about various men in the audience, including McGuirk and McEwen, made a hit.

The music rendered throughout the evening by the Morse Dry Dock orchestra was even better than usual.

George Drew served most acceptably as master of ceremonies.

In the February issue of THE DIAL we ran a story about straightening a rudder-stock on the *Charles E. Harwood* and spoke of the vessel as being "of the Texas Petroleum Company." This was a mistake which we wish to rectify. The *Charles E. Harwood* is owned and operated by the Pan American Petroleum & Transport Company, one of the most successful organizations of the kind in the world, headed by Edward L. Doheny.

Back Numbers Wanted

WE will pay 25 cents for each copy of the following issues of The Dial delivered to us in good condition:—February, 1918, August, 1918, October, 1918, January, 1919, June, 1919 and March, 1920. Address them to The Dial Editor, Morse Dry Dock & Repair Company, Foot of 56th street, Brooklyn, N.Y.

New Fire Protection

ERECTION of a "Foamite" station to house tanks with a total capacity of 12,000 gallons is the latest advance step in fire protection made by the Morse Dry Dock & Repair Company. Work on the foundation for the building and for the pumps and tanks it is to house already is well advanced, the location being at the head of Dry Dock No. 1, adjoining the western end of the Plate Shop.

The plant will include a mixing pit with a capacity of 6000 gallons, two tanks, each with a capacity equal to that of the mixing tank, and a pump which could take care of 240 gallons a minute. This pump is situated between the two tanks.

The formula for "Foamite" is a trade secret, and the ingredients are purchased from the inventor. Two kinds of fluids are called for, each of them mixed separately and stored in different tanks. They are pumped through separate pipes but come together at the fire pipe connections, mingling in the hose or nozzle.

The process in the yard stations will be to mix 6000 gallons of one fluid in the pit, and then pump into Tank A. Then the second fluid will be mixed and stored in Tank B. In case of fire the two fluids will be pumped simultaneously, finally to mingle as described.

The "Foamite" station house will be built of hollow tile and will be about 55 feet by 25 feet. Pipes will be run out to Pier 3 and four connections will be provided on that pier, giving protection to both dry docks. Another connection will be provided at the station itself and a sixth near the boiler room. Two reels, each with 500 feet of hose, will be used in connection with the "Foamite" fire service.

Fire Chief Myers has made a careful investigation of the fire extinguishing properties of "Foamite" and he is enthusiastic in his endorsement. He explains that the most effective use of the preparation is to play it in a circle around the fire, starting from the outside and gradually spiralling to the center. A gas is formed which acts as a blanket that shuts off all oxygen from the flames which are soon smothered.

Do It Now!—To-morrow May Be Too Late!

Y ou are *neglecting* yourself and family
A nd *relying* on friends to carry you.
R efuse to be under obligations to others so
D on't hesitate to join our Insurance Fund.

I n so doing, you *protect* yourself and family,
N ext you *become* self supporting and independent, and
S o, be a man of principle.
U navoidable accidents are bound to happen and
R ecovery is most always slow and costly. Let us
A ssist you in a financial way, then
N obody can say you didn't do your bit.
C reate that good habit of thrift by
E nrolling at the Employment Office.

Relief Committee.

To-day Best Insurance Day

By F. O. McQuaid

SOMETIME ago in one of my walks around downtown New York, I went through Trinity Churchyard. Nestled away in a very obscure corner I came across a headstone over a very old grave dating back to the Revolutionary period, over which appeared this inscription:

"As you pass by so once did I
As I am now so you shall be
Prepare for death and follow me."

It seems to take and hold you in a mysterious grip and the more you read it over and say it, the more it seems to impress upon you the great lesson that we are all traveling toward that undiscovered universe from whose borders no traveler returns.

Let us stop amid the hurry and whirl of industry and business and look around. Drawing the curtain aside we view the anguish and sorrow that we mostly bring upon ourselves. Let's be real men and give consideration and forethought to our families and loved ones so that the pangs of destiny and fate can't strike them so sharply after we embark on that long journey.

Hasn't the Great Provider made a place for us? Can we not do anything more noble in our meager way than give that mite so as to assure those left behind a little comfort?

Who of your friends answered the call recently? Suppose it had been you, would you have been prepared?

Let the Relief Committee, through the Yard Insurance, help to bring a ray of sunshine into your home.

To-day is the day.

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Association Treasury Has Balance

FINANCES of the Employees Association are in a flourishing condition, according to figures given by the treasurer, M. W. Mead, at the January meeting, when he reported a grand balance of $3,911.82. The report follows:

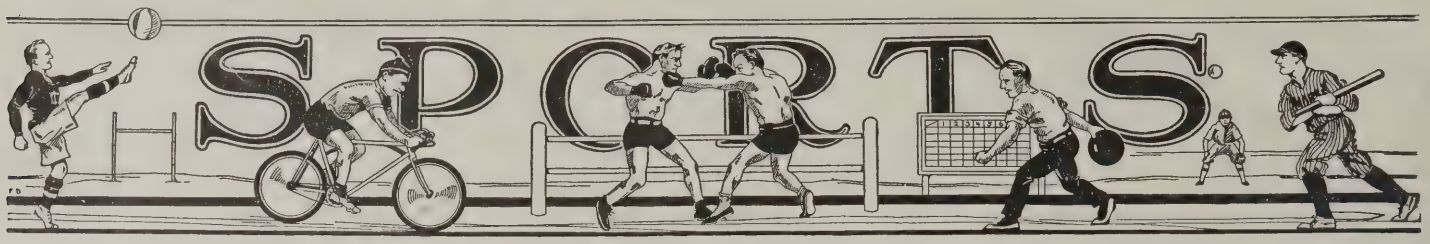
Receipts: Relief account, $250.40; dues, $814.60; insurance, $969.25; annual ball, $65; donation for Christmas tree, $1200; total, $3299.25.

Disbursements: Relief account, $200; salaries and expenses, $74.54; stage talent, November meeting, $41; bowling, $73; insurance, $148.60; advance insurance, $200; coffee served to workers on dock in severe cold spells, $9.40; Christmas tree, $1249.24; postage, $10; badges for Association ball, $156.50; book for same, $2; flowers, $45; total, $2209.28.

Bank balance, January 1, $1797.85; deposited during January, $3299.25; deposited with insurance company, $1024; total, $6121.10. Subtraction of the $2209.28 disbursements from this amount, leaves $3911.82 as the grand balance.

Mr. Mead explained that the item "advanced insurance, $200," referred to sums that had been loaned to the families of deceased members of the Association which would be repaid when the insurance company made settlements.

James Miller, our own Jimmy of the Plate Shop, where he has served as a snapper for several years, has returned to work, after an absence of several months, due to sickness. Welcome back, James. We're glad to see you looking so well.



January Boxing Show

A SPLENDID athletic program was the feature of the January meeting, the several participants earning the applause of the members present.

The feature bout of the evening was a six-round bout between Bowser McGowan of Bay Ridge and Young Chandler of the Boys' Club of New York. Both are youngsters, but McGowan had earned fistic fame before many present championship aspirants knew what a boxing glove was, having once put a sleep wallop over on the famous Knockout Brown. Chandler was a clever, aggressive fighter and held his own with McGowan for the first two rounds, but after that Bowser's superior fistic knowledge and ability were too much for Chandler. Bowser cleverly avoided the New York boy's frequent attacks and several times came near delivering a ticket for Dreamland to Chandler. Billy Burke refereed the bout and Walter Crawford was timekeeper.

Another good bout while it lasted was between Kid Sandow and Young Kramer. Kramer has shown his wares at many of our meetings and the boys like to see him in action, but he so far outclassed Sandow that the referee stopped the fight in the first round.

Ten battle royals couldn't furnish as much amusement as the four-round bout between Chuck Ryan and Kid Carter. Neither knew a thing about science, but sweet Papa, how those boys could wallop. Ryan would wallop and duck—then duck and wallop. Carter took them and delivered some too. Both could take punishment and their efforts in the last round, when both could hardly lift the heavy padded gloves, earned great applause.

The lovers of a scientific bout were highly satisfied by a splendid four-round exhibition between Walter Nelson, who has shown creditably with several champions, and Andy Cortez of the Electrical Department, who has some fine little record himself. Nelson began an attack which would have upset a less experienced opponent, but Cortez proved his master, especially at infighting, at which he had Nelson in distress several times. Frankie Fay was referee.

The hit of the night was the wrestling bout between Young Munday and Soldier Burns, formerly wrestling instructor at Camp Dix. Munday was a former prize fighter of note and would be in Big Time wrestling fame today if in his enthusiasm he did not forget he was wrestling—not boxing. He never fails to get the "razz" from the bunch, but his earnest efforts and sincere desire to win earn him the cheers of the crowd at the end of every bout. He had agreed to throw the Soldier in twenty minutes, but Burns had tricks in his manual of arms (and legs) that Munday was not wise to. Several times Munday was "boo'd" and "baa'ed" for foul tactics and the Soldier encouraged to "grab his ear," but at the end of twenty minutes both were on their feet amid terrific applause meant for both wrestlers.

With the Pin Boys.

THE yard bowling tournament looks as though it was on its last legs. On recent bowling nights only one or two teams have put in an appearance and there is a likelihood that the tournament will be discontinued unless attendance improves.

On the other hand there are always quite a number of bowling enthusiasts from the yard in attendance at the alleys on Monday nights when two alleys are reserved for the use of Morse employees, and individual contests are frequently held.

One reason assigned for the failure of the Committee to get the department teams together is the fact that almost every department has fewer men now than when the tournament started off so briskly. There are still many bowling enthusiasts in the yard but some departments find it difficult to round up a team of competent bowlers.

At any rate, whatever the reason the bowling tournament this year has not proved as successful as in the past and the Board of Directors are expected to recommend at the next meeting of the Employees Association that the tournament be brought to a close, if more interest is not evidenced by the different departments.

It is to be hoped that this will not become necessary because it would hardly be fair to those teams that have been regular, such as the Office, Carpenter Shop, Inside Machinists and Timekeepers. These four teams are leading in the tournament and running a close race for first place, according to information given to us by Henry Rochelle, Chairman of the Bowling Committee.

They should be permitted to finish the tournament and the prizes that are generally awarded be distributed according to the final results.

Henry Rochelle, Chairman of the Bowling Committee, announces the following standing of the teams up to February 15:

Team	Won	Lost
Office	15	3
Carpenters	14	4
Inside Machinists	14	4
Timekeepers	15	5
Pipe Shop	9	9
Copper Shop	9	11
Riggers	7	10
Dock Hands	9	9
Plumbers	3	10
Auto Mechanics	0	16
Hull Dept.	2	14

Highest individual score, H. Andersen, 245; highest team score, Carpenters, 899; highest total score, A. Amundsen, 19 games, 3429, making an average of 180-9/19; second highest total score, H. Andersen, 17 games, 2967, average 174-5/9; third highest total score, Rochelle, 17 games, 2966, average, 174-8/12.

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Not doing what one likes to do, but liking what one has to do makes life blessed.

With the Fight Fans

DURING the past four years the apparently invincible Benny Leonard has met many aspirants for his laurels, and two of the most logical contenders for the champ's crown are ex-Morse Service men—Phil Bloom and Eddie Wallace.

Both were Morse painters and have many friends among the boys in the yard.

Phil Bloom has just completed a trip through New England where he added several O. K.'s to his record. Prior to that he had visited England and France where he had four wins to his credit, one of them being Matt Wells, former champion.

In the early part of January he knocked out Eddie Gorman in one round and on January 14 he K. O.'d Red Allen, a prominent exponent of the fistic art. This bout took place at the East New York A. A.

Bloom was Allen's master from the first tap of the gong, although the sorrel-topped boxer was always willing to stand up and swap wallops. Bloom was the aggressor throughout and backed Allen around the ring with a series of left hand jabs.

The second and third rounds were also Bloom's rounds, Phil using his right to good effect. Bloom got Allen in a corner in the fourth spasm and whaled away with both hands, Allen clinching desperately to avert an inevitable knockout. During this round Allen received an injury to his shoulder, but gamely stuck it out. Both squared off for the fifth round, but the pain was too much for Allen and the referee stopped the battle, awarding the fight to Bloom.

Bloom has fought Benny Leonard, Jack Britton, Freddy Welsh, Johnny Dundee and practically every fighter of note in the lightweight division. He expects shortly to be matched with Champion Benny Leonard, and a win over the champion would not surprise the writer and many more friends of Phillie.

On January 17 at the Broadway Exhibition Club in Brooklyn, Phil won on a foul in the sixth round from Jack Gray. Various papers called this a wonderful fight. Gray was a savage, aggressive fighter but was greatly outclassed by Bloom. The bout started in a whirlwind style and it seemed as if Gray were due for a quick voyage to Slumberland. Bloom got him in a corner and walloped him with both mitts. Gray finally escaped and got one in on Phil that stung. Bloom handed the Bronx boy a terrible lacing in the next four rounds, dropping Gray twice, but the aggressive Bronx fighter was up each time at nine. In the sixth round Bloom was delivering healthy rights and lefts to the face and body when Gray landed a blow, which, though not intentional, was several inches below the belt, the referee, Eddie Forbes, having no other alternative but to award the fight to Bloom.

Eddie Wallace is the other former Morse man who is knocking them dead recently. Wallace has shown up creditably against four world's champions, from the bantam to the lightweight class.

Our Apprentice School

By Classmate

OUR class of apprentices is growing rapidly and is receiving considerable encouragement from the City Department of Education. We can be justly proud of our accomplishments and our instructor, Mr. Rathbone.

New members are signing up fast. The latest to receive the glad hand are: William Neece, Murray Baraysch and John J. Dawson who have been assigned to the Pipefitting Department; William Graham, ex-office boy, now in the Outside Machinists and George Coppolo with Mr. McCulloch in the Sheet Metal Shop.

Victor Contier, who previously studied at the Brooklyn Vocational School, is making good in the Joiner Shop.

Didn't Charlie Ambriano, our Class Leader, do great in the Minstrel Show? We're wondering how he was able to get into the girl's things he had on that night.

Harry Smith of the Outside Machinists is on the last stretch of his course and in a few months will be a full fledged machinist. He's promised to buy the class sodas when he gets that $200 bonus from Mr. Morse.

—o—

Big Harry Lawrence of the Pipefitters is one of those guys whose grin drives away many a grouch.

—o—

Sympathy of the Employment Office force and the Band members is extended to William Dougherty, the trombonist, whose father-in-law, Frederick Walter, died suddenly at St. Mary's Hospital on February 2nd.

—o—

Mortimer W. Mead, Treasurer of the Employees Association, has asked THE DIAL to extend to the members of the Association and to his friends in the Executive Department, his thanks for the kindness shown him in his recent sickness. Mr. Mead had a serious attack of quinsy.

—o—

Jack Ryan, Pipe Shop driller went to order a meal at the yard restaurant one noon time and his mind was so much on his work he said, "Gimme two ⅝ drills and a reamer." Ed. Jolly said: "Jack put one of his tool checks in the poor box one Sunday morning by mistake."

—o—

William Wherry, the Hull Department's crack bicycle rider, has been winning more laurels lately. On New Year's eve he, paired with Bandendries, won second place in a two-man team race, under the auspices of the Aaron Fox Sporting Club and pulled down a substantial cash prize. He raced again at another of the same club's events on January 8th, this time for individuals, and again won second prize, $50. Both events were held at the Forty-Seventh Regiment Armory, Brooklyn.

—o—

Friends of Alfred Pitcher, brother-in-law of Billy McEwen of the Hull Department, were sorry to learn of the death of a four year old son, Jack, recently. The boy was a bright little fellow and will be missed greatly by the family. The child was born in the Holy Land and was one of several children born to Mr. and Mrs. Pitcher in various parts of the globe. Mr. and Mrs. Pitcher travelled extensively before locating in Brooklyn. Mr. Pitcher is employed in the Hull Department.

Acknowledgments

Gentlemen:—I hereby acknowledge receipt of your Christmas gift, for which I am very thankful.

Very truly yours,
Chris. Fouss,
552 55th Street, Brooklyn

Dear Friends: The Roehrs family extends their sincere thanks for the kindness shown them during their bereavement.—Gratefully,

Louisa Roehrs.

Norman Koch writes: "I beg to acknowledge with thanks receipt of the money and Christmas greeting which I received on Christmas morning from the Employees Association."

Employees Association:

Gentlemen: Mr. and Mrs. P. J. Burke wish to thank the members of the Employees Association for the kindness shown them in their recent bereavement.

Mr. and Mrs. P. J. Burke,
349 56th Street,
Brooklyn, N. Y.

Employees Association:

Gentlemen:—We wish to thank you for your generous contribution. I have been pretty sick and expect to be able to work in about three weeks. Believe me, a man don't know how to thank all of you.

Thanking you all again,
Yours truly,
Mr. and Mrs. Aleis.

To Employees Association:—I write you these few lines to let you know that I received the donations from the Employees Association, and I am very thankful for what they did, as I was in need just at present and I am down to Sea View Hospital in Staten Island for my T. B. sickness, so I want to thank one and all for what they did. Best regards from myself and wife and children to all employees and wishing them all a happy New Year,

Yours truly,
Robert Lupo,
Sea View Hospital,
Staten Island, Ward 84.

Employees Association: Words cannot express my appreciation of the kindness which I have received from the Association. Please accept my thanks also for the floral tribute and the money so gratefully received which can be used to many necessary advantages. I trust and am confident that God will reward the members of the Association for their generosity. Thanking you once more, I remain,

Very respectfully,
Mrs. Edward Rafter,
5019 Third Ave., Brooklyn, N.Y.

Alfred George Sather of the Outside Machinists, wishes to thank the Employees Association through THE DIAL for the assistance given him in his recent difficulties. Mr. Sather had the misfortune to lose his wife who died eleven days after the birth of her second child. Both of the children survive. Mr. Sather had been out of employment more or less and his misfortune came at a time when the assistance rendered by the Relief Committee of the Association was very greatly appreciated.

—o—

There's a lot of difference between rising to the top and going up in the air.

Editor's Mailbag

EDITOR, THE DIAL:—As far as the actual rendering of the recent minstrel show is concerned, the members who took part think that the show was a success. For three months nearly, we gave two entire nights a week and many of us sacrificed our Sunday afternoons in the enthusiasm of making good. We worked and drilled to polish off the rough edges, to make each number as nearly perfect as possible. And on the night of the annual ball we feel we gave a performance as good, if not better than we did at any of our best rehearsals and therefore as regards the rendering, we were successful.

But we were supposed to be the entertainers of the evening—and in this we feel that the show was, partly at least, a failure. We knew from practice just how loud to speak and sing, without becoming hoarse, to be heard in the farthest corner, but only those near the stage were entertained, even though our good people in the rear strained every nerve to hear. Can you imagine the chagrin of the soloist, all on edge to make a creditable rendering of his number and feeling he is going good—no breaks nor cracked notes--only to be interrupted by inane laughter and the overwhelming buzz of voices in the galleries and rear? Dousing him with cold water would be mild in comparison, and he wonders whether after all he was justified in sacrificing all the time he gave to rehearsals and practices.

It has been said that the regular Saturday night Prospect Hall dance hounds were responsible for this discourteous treatment. If that is so, then in Heaven's name let us sacrifice the few dollars we make on this class of tickets and exclude the hoodlums from a reception that should be fitting the Employees Association of the Morse Dry Dock and Repair Company.

By A Minstrel.

Editor's Note—The above letter voices the sentiment of most of those who participated in the minstrel performance as well as many others who were in attendance at the annual ball. A ball and show for, by and of Morse employees would be an innovation worth while it seems to us, unless the object of our annual reception is to make money.

—o—

Huron Sets New Record

THE Shipping Board liner, *Huron*, which was reconditioned in our yard, established a new record on the voyage from New York to Rio de Janeiro recently when the ex-German liner, operated by the Munson Steamship Line, negotiated the distance in 13 days and 22 hours. The *Aeolus*, the largest steamer in the South American service, formerly held the record, her time being 14 days and 4½ hours. The *Huron* sailed from New York on January 19 at 6 P. M. and arrived at the Brazilian port Wednesday afternoon at 4 o'clock, according to a cable received from the master of the ship by G. G. McIntosh, general passenger agent for the Munson Line. The *Huron* was converted into an oil burner here, and has demonstrated remarkable speed since going into commission.

—o—

When things first got goin' wrong with me, I says: "Oh, Lord, whatever comes, keep me from gettin' sour!" Since then, I've made a practice to put all my worries down in the bottom of my heart, then sit on the lid, and smile.—*Mrs. Wiggs.*

Furlong's Follies

WELL, on the first Friday of this month old Warren G. takes Woody by the hand and sez, "Hello—Goodbye—March Fourth."

Personality? We know a guy who can contradict himself a dozen times in five minutes and still you'd believe him.

The good old days when ya could get two for a quarter are gone, but on the level, ain't it better to go home under the influence of a pack of cigarettes and a full pay envelope in your kick?

"Do you like talkative women?" said Joe McGuirk,
"Is there any other kind?" said Billy Burke
As he and Joe went back to work.

A pipefitter by name of George Frick
Called Dinny McCarthy a Mick.
Said Dinny, "I hope
You get no more soap,"
And the thought of it made poor George sick.

A machinist by name of McQuillan
Bought a pie that seemed full of fillin'.
He took just one bite
Then cried out, "Good night!
"This pastry sure needs a good drillin'."

A riveter named Tommy Boyle
And a helper named Jimmy Doyle
Shaped up without thanks
Then went to work on some tanks
Sent in by good old Standard Oil.

A string of 240 they tell,
Was once bowled by a guy named Rochelle,
Till Anderson, car-penter
Took this record and bent her
And Henry R. muttered, "Oh—well."

A chauffeur by the name of Frank Crossen
Works hard and doesn't need bossin'
Though he travels on high
You sure can rely
That Frank's car doesn't need any hoss on.

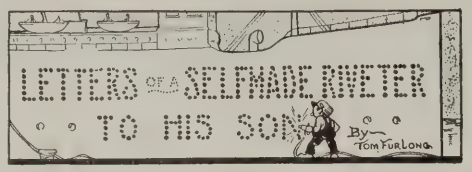
A painter by name Jerry Hynes
Deals with painters of several kinds
He hands out inside white
Till 4.30 each night
Then Jerry pulls down all the blinds.

Blacksmith Jimmy Tester, every day,
Hammers on his anvil bright and gay,
And though he's on the level,
This lively little devil
Earns his daily bread by *forging*, so they say.

Our insurance clerk, named Frank McQuaid,
For safeguarding our families gets paid.
Bring him up forty cents.
It won't make many dents,
Then when you're sick you won't need be afraid.

A lively old youngster named Witte,
Who at night watches over our city,
Said to Buddy Frank Wittman
"Take a look here a bit, man,
Dontcha think that our shanty's quite pretty?"

Be ashamed to catch yourself idle.—*Franklin.*



MY dere Sun Mickey—i take my Pen in Hand 2 rite U these few lions. i wood of rote B 4 only We R maikin R angements 4 A Nexcurshun this summer. Joe McGuirk & Tom Cavanaugh R gonna see about A plais 2 hold it. Bill McKeon sez a good plais 2 dror A crowd wood B 2 hold It down on Kink Solomon's farm.

The Bunch wuz shaipin up 4 A weak & McKeon gave A guy An all nite & the shok kilt the guy. The diseased wuz A new guy 2.

Jimmy McFarlane wuz goin in 2 Dinny's 1 nite & little Father Murphy sor him & sez Hay, Mac, dontcha no the divil is goin In thair with U? Well, if he Is, Father, sez Mac, the divil'll buy his own drink.

Tom Plunkett goes 2 Father Murphy's Church & Tom & Morris Levy is on the Yard Committee witch is gonna have A Bankwet this month.

Tom tried 2 get Morris's gote & sed Mr. Chareman i move we have only roste Pork at the Bankwet & Morris got Mad & sez Mr. Chareman i maik a Namendmint that we have It on Good Friday.

Charley Jennings & geo. Drew is all hell bent 4 Electshun next Munth & they will B A good fite & ware they is A good fite yore Father aint gonna stand by & look On.

Things is still slak. The only Dept. witch is pickin Up is the Salvidge Dept. But in A little wile We will B drivin the ole rivits agen & sendin Out American boats full uv American kargoes with American krews full uv good ole American spirit. Hopin U R the saim, i remain

Yor luving Father

—o—

Want-Ad Column

FOR SALE—Victor Phonograph, quartered oak cabinet and records. $65 value, as good as new. Will sacrifice for immediate cash. H. M. Smith, 432 Seventh St., between 6th & 7th Aves., Brooklyn.

—o—

FOUND—Lapel Button bearing initials I.S.U.A. and date 1892. Same may be obtained by applying at Dial Office.

—o—

Top of the mornin' to you! 'Tis a fine broth of a boy we always thought Tom Cavanaugh. 'Tis a fine garden he do be afther havin' the past few years. The blessin's of God on him for thryin' to bring a ray of sunshine to the yard. But, oh, the aumadthon—oh, the bogthrotter—oh, the fardown!- 'Tis a polthogue I'll be afther handin' him! Spite of all his posies, 'tis meself wud like to bate the head of him. Why? Whisht! Stand forninst me till I whisper it! Is there ere a man in the yard who kin find a SHAMROCK in his garden? And Saint Patrick's day only a week off!

—o—

All Morse employes will be interested in a statement made in the *Steamboat Inspection Service Bulletin* as to the safety of the passengers on passenger vessels. A total of 368,870,327 persons were carried on craft required to undergo inspection and only 42 persons were lost, or one to each 8,782,-626. Life on the ocean appears safer than life ashore.

A Few Reminders

ALTHOUGH the following "reminders" are addressed to Hull Department foremen and snappers some of them apply just as well to others of the same rank throughout the entire Morse organization.

They are signed by Walter B. Crawford, superintendent of the Hull Department, but it is an open secret that Tom Cavanaugh, semi-occasionally seen in the Plate Shop office, had a hand in their preparation.

Don't forget that you must be on your job at whistle time.

Don't forget to turn in a report of the number of men on your job early each day.

Don't forget to cover up all work on your ship; see work list.

Don't forget to make out Form "73" properly.

Don't forget to make out report on your work as soon as job is completed.

Don't forget to call up Hull Department office twice each day when on an outside job.

Don't forget to turn in your time card at end of each day.

Don't forget to report your men working in shop on Form "73."

—o—

Morse Crew Rescues Man

ANOTHER tally was added to the long list of life saving achievements by men in the Morse service when a member of the crew of the *S. S. Archer*, who had fallen overboard, was rescued by the crew of the *Beatrice Morse* of our tugboat fleet, on Monday, January 21.

The *Archer* was being towed from Libertyville to the Morse yard when the anchor got afoul of a wire. A deckhand was sent over the side to detach the wire and in attempting to do so fell into the icy water.

Captain Albert Raynor, who was aboard the *Archer* in his capacity of pilot, immediately ordered the *Beatrice Morse* to drop the tug line and speed back to the man's rescue. Under the direction of First Mate Sam Kelly, then in command of the tugboat, this was successfully accomplished and the man was picked up.

—o—

Appreciate Harry Gold

AT a meeting of the Board of Directors of the Employees Association held Wednesday, January 26, it was voted that a suitable token of appreciation be presented to Harry E. Gold for the successful way in which he had directed the minstrel show.

It was also voted to give a dinner to all who had participated in the minstrel show.

The secretary was instructed to send a letter of thanks to William Daly, purchasing agent, thanking him and his staff for the assistance given in connection with the show and reception. Also to Editor Barnes and his staff on THE DIAL for the wide publicity secured for the show through their efforts. Especial mention was made in this connection of the spirited drawings by Edwin Donnelly, THE DIAL cartoonist.

It was voted to bring up before the Association again the proposition of holding the election of Directors and Conference Board members at the same time as the general election.

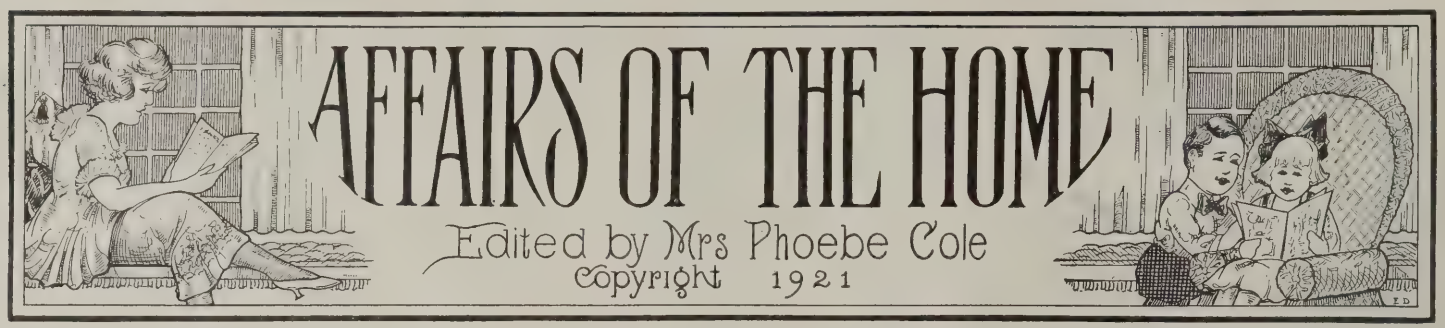
—o—

Did February March? No, but April May! June know that? 'uly, August!

A BIT OF LOCAL COLOR

By Edwin E. Donnelly

"YOUR EYES HAVE TOLD ME SO"
TOM PLUNKETT AND THE PICKANINNIES PUTTING OVER THE OPENING SOLO OF THE SHOW
"SAVE A LITTLE DRAM FOR ME"
JEROME GALLIGAN PULLING HIS RAZOR ACT ON THE AUDIENCE
"THERE'S OUR BOY NOW COME ON SON, SHOW EM WHAT YOU CAN DO"
"YES, HE TAKES AFTER HIS MOTHER ALL RIGHT"
YOO HOO
OUR SON
WHEN THEIR BOY STEPPED BEFORE THE FOOTLIGHTS
STEP OUT BROTHER OLD BOY STEP OUT
EARL BLISS IN BROADWAY ROSE
"OH BOYS, I'M TELLING YOU"
JOHN FINNERAN HAD THE CROWD UP ON THEIR SEATS WHEN HE STARTED TO PULL THOSE CHORUS GIRL STEPS
"MY EVER LOVIN' BUCKWHEAT CAKES"
LEW RITCHIE AND HIS BUCKWHEAT CAKES
"LADIES AND GENTLEMEN, ALLOW ME TO PRESENT TO YOU THE MORSE MINSTRELS"
BRIGHT YELLOW
"WELL, WE PUT IT ACROSS BOYS"
COACH HARRY GOLD SEEN AFTER THE SHOW.
INTERLOCUTOR
HARRY A HANBURY
BILLY VAIL HITTING THE IVORIES
"LET'S GO"
"YES, INDEED WE SURE HAD PLENTY OF SCENERY ON BOTH SIDES OF THE FOOT-LIGHTS THAT NIGHT — I'LL SAY—"
L. DONNELLY
"SEAT NUMBER PLEASE."
BOBY COOK SHAKES A WICKED LEG TO THE TUNE OF "MARGIE"
"BUY YOUR TICKETS AT THIS WINDOW"
GEO. RUSSELL BEHIND THE BARS OF THE BOX-OFFICE
PETE BRESNAN ON THE JOB
"YES, IT'S A FACT BILLY"
"IS THAT SO, AND, WHAT DID SHE SAY"
"OH, WALTZ ME AROUND AGAIN WILLIE"
AFTER THE SHOW WAS OVER WE DANCED TO OUR HEARTS CONTENT
"SHOW YOUR TICKETS FOLKS"
GEO. KEENAN GRABBING THE PASTE-BOARDS AT THE DOOR.
BOX 10
L. A. NOBLE OF OUR N.Y. OFFICE
A QUIET CHAT UP IN BACK OF THE BOXES
OUR YOUNG ACTOR FROM THE STORE-ROOM.
BILLY McEWEN
JOHN SCHROEDER
HENRY ROCHELLE DOLLING UP IN THE DRESSING ROOM, BEFORE THE SHOW
"LOOK ME OVER BOYS— SOME BABY, EH?
PINK
LIP PAINT



Does It Pay?

THE Experienced Matron dropped in late one afternoon for a little call upon her younger friend, the 1916 Bride, now the mother of two youngsters. She found her working feverishly on a dainty little hand-embroidered dress for the bigger baby.

"Oh, I'm awfully glad to see you, Mrs. Sherman," said the young woman, welcoming her caller. "You won't mind if I go on with my work, will you? Mother took the children out for an airing this afternoon, and I'm working like mad while they're gone to get this finished. I'm making it all by hand, you see, and when the babies are at home and awake I don't have much chance to sew. You know how babies are."

"I ought to—I've had four," laughed the caller. "How have you been?"

"Oh, pretty well," replied the little mother, looking up from her work with flushed cheeks and tired eyes. "I have a headache this afternoon."

"You have a headache, and your mother has taken the two babies off your hands for the afternoon, and yet you are goose enough to strain your eyes and make your head worse working over that fine embroidery, instead of taking a nap or a walk in the fresh air. Now, aren't you sensible?" scolded the older woman kindly.

"Well, it's so hard to get anything done except in the evenings when they are in bed, that I thought I ought to make the most of this afternoon," the little mother defended herself. "Anyhow, it's lots easier to embroider by daylight than by gas light."

"Of course it is," agreed her friend. "But why embroider at all?"

"Why, I can't afford to *buy* little dresses and things already embroidered, not on Jack's wages. Hand made things are *awfully* expensive. But the stamped ones are quite reasonable, and I like to embroider and sew, you know."

"So do I," replied the Experienced Matron. "If Heaven is what some folks think, a glorified continuation of life here on earth, and we can do what we want to, I think I'll spend quite a lot of eternity embroidering and doing fancy work, because I really enjoy it. But life is too short here on earth for me ever to do any more eyelet or filet crochet, I can tell you. Yet it took me a good many years to learn my lesson."

"How do you mean?" asked the hostess, laying down her work and leaning back in her chair with a tired sigh.

"Well, when I had my first baby I did what you did—made every stitch of his little clothes myself, mostly by hand. Then I had the fancy work habit so badly while I was engaged and filling my hope chest that I couldn't seem to stop. Every new design or new kind of fancy work that came along I just had to learn, and make a lot of pieces.

"Colored flower embroidery worked in very fine shaded silks was all the style then, with shaded petals and leaves worked over padding. Once I gave away three big rose centerpieces one Christmas; each one represented actually hours of hard work.

"Presently I woke up to the fact that my fancy work was just spoiling our home life. I noticed myself trying to hustle the housework and the children out of the way so that I could get to my fancy work. I noticed it because I often felt a little guilty about slighting some things and refusing to spend time with the children.

"One day my little John wanted me to pop some corn for them and I didn't want to spend the time. Later I heard him grumbling to his little sister, 'Aw, she never has time for anything but that old lace stuff she's always makin'!' And not long afterward some friends asked my husband and me over to play cards and my husband said, 'Well, I guess she's forgotten the difference between a spade and a heart, it's so long since she's played a game of cards. She never has time any more.'

"It was true. I was cheating my family, slighting my housework, and never allowing myself a moment of reading or relaxation, just so I could go on making handsome embroidery for my house and my friends. I decided to stop it then and there, and have more time for my children and my husband, as well as more relaxation for myself.

"Besides giving up fancy work for house things, I stopped doing hand work and embroidery on the children's clothes—except the necessary mending and darning. I no longer was too busy to stop and make a batch of candy or fix a doll dress for my children or play a game of cards with my husband in the evening. For me I saw that fancy work didn't pay. And if I am right in my guess, it doesn't pay you, either," concluded the older woman. "Get ready-made clothes for your children as far as possible. If you can't afford hand embroidered things and won't be content with machine embroidery or little lace trimmings, get perfectly plain things.

"Take my advice and don't be a slave to your fancy work and hand-made clothes for your babies. They will be just as healthy and happy and you will be lots better off yourself if you dress them in simple, ready-made things, and keep yourself fresh and jolly to play with your family. You need relaxation for your health, and there's no sense in spending all your leisure on fancy work."

Vinegar added to either golden syrup or honey will take the hardness from a hacking cough and ease a sore throat.

Christmas Shopping

DO your Christmas shopping early! Next year's, you know. Remember that last day you shopped before Christmas, this year? How crowded the stores were, how tired and inattentive many of the worn-out clerks were, how desperate you were yourself, and just willing to take *anything*, in order to get through and start home?

Why not swear off, *now*, on that kind of desperate, weary, last minute shopping? Why not begin now to collect fancy work materials, handkerchiefs, lingerie, books, neckties, et cetera for your next year's gift giving?

Many of the stores, especially in the big cities, have wonderful bargains in their annual "white sales." Handsome towels, pillow cases or sheets with a monogram embroidered on them, make the most acceptable kind of presents for your married friends.

Styles in simple white handkerchiefs never change, though the gay colored ones vary from season to season, so you will be perfectly safe in buying as many nice white handkerchiefs throughout the year as you can pay for; they all come in handily when you begin to make your Christmas list next winter.

Leather goods, such as wallets for men, or gloves, do not change in style from year to year. Neither do work boxes, baskets, china or cut glass, art objects, pictures or books. Styles in ladies' purses and hand-bags do change, so such articles ought not to be bought a year ahead of presentation unless you select a plain, conservative model that is always in style.

A little forethought and a few purchases made each month during the year will put an end to last minute, desperate Christmas shopping.

Get Ready Now.

Mothers who do their own sewing will find this a good month to get out all the children's last summer clothes, try them on, see how much enlarging, repairing and letting down hems is needed, and get it done now. Then launder the garments carefully and put them away lightly folded in pasteboard boxes. When the first warm days come there will be no wild scramble to get the children something cool to wear. You may feel pretty limp yourself those first warm days, and you may be busy with a garden besides. In any case, you will be glad to have the job done.

Why is the woman who got a fur coat for Christmas like the small boy with a new pair of skates? Answer: They're both praying for a hard winter and a late spring.

What signifies your patience, if you can not find it when you want it.—*B. Franklin.*

Twenty-two Good Reasons Why Morse Daddies Play Safety First

1—Armin and Marjorie, children of Armin George, Pipefitter.
2—Dorothy Conrad, daughter of George Seofield, Print Shop.
3—Florence, daughter of E. Garrick, Diver.
4—Peter, Jr., son of Peter Ballentine, Burner.
5—Joseph, May (winner of a special prize at the Christmas tree party) and William, children of William Martin, Pipefitter.
6—Muriel, daughter of John E. Seifried, Air Tool Room.
7—Fred Sjursen, son of John Sjursen, Rigger.
8—Eugene Whitman, father, and Helen, Frank, Viola and Ruby, children of Frank Whitman, also Catherine, his niece.
9—Charles Jerome, son of Thomas Furlong.
10—May Sjursen, daughter of John Sjursen, Rigger.
11—Fred, May and Ragnhild, children of John Sjursen, Boss Rigger.
12—Robert, Jr., son of Robert Walsh, Outside Machinist.
13—Ragnhild Sjursen, daughter of John Sjursen, Rigger.

The chap with the diver's suit on is E. Garrick, one of our well known employees. Garrick, who lives at 259 West 152nd Street, Manhattan, is telling some of his friends and co-workers about his many interesting sensations and experiences as a diver. He works as a riveter when not engaged under water.

Boat Christened By Actors Visits Us

HEAVY weather in mid-Atlantic so severely strained the plates of *S.S. The Lambs*, named after the famous Lambs' Club of New York, that she was obliged to make an extended sojourn to the Morse yard late in January. *The Lambs* was built by the Federal Shipbuilding Co., at Kearney, N. J., and is now being operated as a freighter by the Raporel Line on a Shipping Board charter.

At the time of her launching the Lambs' Club stood sponsor and a quart of perfectly good champagne from the cellars of that world-celebrated organization of actors and authors was broken over her bow. A service of silver plate, valued at $10,000, was also bestowed upon her.

Examination in the dry dock revealed that both the stern plates and those of a big section aft were badly strained. According to the crew the leakage filled the forward hold to a depth of eight feet and they were at the pumps day and night, working eight hours on and four off. Their fresh water was badly salted down and the voyage from Naples consumed 24 days instead of the usual ten to twelve.

Besides extensive repairs to the bottom, the engines, auxiliaries and boilers also were overhauled at our yards. James Donovan was the ship inspector on the job.

—o—

Vice-President Resigns

JOSEPH P. QUINN, vice president of the Employees Association and a member of the Burning Department for the past few years, has left the employ of the company, much to the regret of his many friends in the yard. Mr. Quinn, through his activity as a member of the Association, serving on various committees prior to being elected vice president, became well known to practically everyone in the yard and developed many warm friendships.

In the election campaign last year he demonstrated an independence of thought and an ability which won the confidence of the men in the yard and he was elected by a handsome vote. Mr. Quinn proved himself to merit the confidence thus placed in him and made a very successful and worthy officer of the Association, ever ready to do his full part in everything serving to advance the organization and his fellow workers.

—o—

William Colgan, employed here for some time as a shipfitter's helper, died suddenly of heart disease while at work on Feb. 10. Mr. Colgan worked with Charles Jennings and was widely known throughout the yard as a fine fellow.

Dan. F. Basil, brothers and families, have sent to the Employees Association a card of thanks for the kind expressions of sympathy sent to them because of the recent death of Mr. Basil's mother.

Miss Eileen M. Kirby

How About A Beauty Contest

THE other day while paying a visit to Captain Kirby's office, we saw this picture on his desk and upon inquiry learned that the young lady was none other than Captain Kirby's daughter. When the captain's back was turned we snatched the picture and hustled it off to reproduce it in THE DIAL.

We've got a hunch that there are a lot of other fellows in the plant who have good looking daughters and we decided that this might give us a chance to start a Beauty Contest.

If we get enough pictures to run several of these beauties together we'll begin the contest in the next issue of THE DIAL, and carry it through three issues after which we will give a prize to the winner who will be selected by a committee of judges.

To handle this contest right we'd like a committee of ten employees to cooperate with us. It will be their duty to assist in the choice of the judges and to decide on how the contest should be run so as to make it fair for all concerned. To serve on that committee hand your name in to the Editor. First come first served.

Bring in the pictures, boys, and let's start a real contest. Of course all pictures must be of daughters or sisters of Morse employees. Fifteen years or over is the age requirement. If we don't get at least six pictures to start with we will understand that there isn't enough interest to warrant such a contest.

In fairness to Miss Kirby we should state that we took advantage of her dad's friendship when we swiped her picture and that she knows nothing about our plan to use it for launching a beauty contest. We have met Miss Kirby and know her to be the charming young lady that the picture indicates.

—o—

From Boilermaker to Farmer

NOT every one is as fortunate as Thomas Dryer, a former employee of the Boilermaking Department, who is shown in the pictures below. Dryer was kind enough to send us these snapshots several weeks ago and at the same time he forwarded an interesting letter, explaining that as he has many friends in the yard he felt that they would be interested in hearing from him.

"Enclosed find a few pictures I have taken on my poultry farm," he wrote. "Having worked for nearly four years in the Morse yard as a boilermaker I have a few friends there and I thought these pictures might interest them. It is also sort of a novelty for THE DIAL.

"I would also like to have some of the fellows write to me as mail is always welcome from one's home town. I have a pretty nice place up here. It is a short distance from Eddy Farm, a well known summer resort. Probably some of the fellows have been there."

Dryer closes with a wish that all Morse employees will enjoy prosperity, "with lots of soap." His address is P. O. Box 62, Sparrowbush, N. Y.

We started off by saying that not every one is as fortunate as Dryer. After looking at the snapshots he sent us and noting the contentment and joy he is getting out of his new life as a farmer and as the father of two interesting and chubby children, we think you will agree with that statement. The older child is Phillip, aged four and a half, and the other is Muriel, aged 17 months.

Write again, Dryer, the boys will always be glad to hear from you.

Thomas Dryer, and his children, on Dryer's farm at Sparrowbush, N. Y.

Office Celebrities

WILLIAM J. DALEY, purchasing agent, and a chap whose friends are legion, is one of the popular members of the office force. Despite the fact that Mr. Daley is generally up to his neck in work he always has time for a congenial greeting and a smiling inquiry as to whether he can be of service. His work is very trying and exacting, especially in a busy season. Because of his long experience in purchasing materials and supplies for ship repairs he is a veritable encyclopedia in matters of the kind and can always be counted upon to "get" the necessary article if it is to be had. Frequently this requires great patience and ingenuity. Ships from all parts of the world come here and many times we are called upon to repair parts or furnish hardware and various pieces of equipment that are of foreign make. If the parts are to be procured anywhere in America Bill Daley will locate them; if not he will find a satisfactory substitute or some one to manufacture them.

William J. Daley

Our company has become recognized as an organization of "Miracle Men," and Bill Daley is one of them. He first joined the Morse standard in 1886 but four years later went to a similar position with another concern, returning again about six years ago. Mr. Daley's only fault is his high regard for New Jersey where he makes his home in Jersey City and is blessed with two lovely children and a wife to whom he is fondly devoted.

—o—

Mr. Benner, employment manager, recently spent $1.25 for express charges on a barrel delivered to the Employment Office, which remains unopened. We know of a lot of nicer things that could be purchased for $1.25, unless the barrel contains eh-r-r—perhaps we'd better not say.

—o—

New Entrance To The Dial Office

THE DIAL staff is somewhat "sot up" over the new staircase and entrance to its offices. Our sanction is much more easy of access since the new metal staircase went into commission and this convenience is much appreciated. It also affords additional safety in case of fire and last but by no means least makes it easier for our friends to get at us. And the latchstring is always out at the new entrance as it was at the old.

Lt. Mygrant, our band master, plans a summer colony in Saugerties, N. Y.

The OFFICE CAT SCRATCHES and PURRS

Albert Schandl, demon office boy, sends in this contribution:

Each evening a good looking Mr.
Comes around to visit my Sr.
One night on the stairs
He, all unawares,
Put his arm round her figure and Kr.

"From now on Miss Travers and Miss Gatje are going to take the air. They always go for a walk on a nice afternoon." This note came to THE DIAL office, signed by "the genious office boy," whose real name we have promised not to reveal.

Miss Marion Hayes of the Estimating Department, took an active part in the entertainment of the Jerry Dalton Post, American Legion, at the Imperial, on the evening of February 11th.

Bill Dougherty, taking an application of newcomer:—"So you were in the Army? You weren't working then?" Applicant: "Yes." Dougherty: "I wanted to enlist at the time of the war." Clancy: "What war!" Dougherty: "The Boer War 'cause we weren't fighting in it."

—o—

Limie Leaves Us

LAWRENCE WALLACE (everybody knows Limie) of the Draughting Room, departed on a vacation trip to the south several weeks ago, in an old automobile he and a chum picked up somewhere. A few days ago Chief Draughtsman James Kelley received word that Wallace had managed to get as far as Jacksonville, Florida, after many interesting experiences on the road. Wallace says in his letter that he and another fellow have bought out a garage and are now launched in the automobile business and that he does not expect to return north, but instead intends to remain in the sunny south where he hopes to become prosperous in his new venture. Here's luck to you, Limie.

—o—

Plans Vacation Colony

LIEUT. MYGRANT, bandmaster, is having six bungalows erected on his seventy-acre farm at Saugerties, N.Y., and they are to be used for a summer camp colony. The bungalows are nearing completion and will afford a delightful vacationing place for several families, the farm being located in a pleasant and picturesque part of the Catskills. There are 25 acres of fine woodland, through which runs a trout stream that occasionally widens and deepens into bathing pools. There is a grove of sugar maples, and 500 apple trees, planted by our bandmaster ten years ago.

Some people are born actors, others artists, but we think George Hutton is a born "Song-Booster." (????)

We hear that Marion Hayes won first prize at the recent Artists' Ball. Miss Hayes portrayed "Chile Bean." Miss Daly ran a close second as "Innocence."

Did you notice the path Cliff Riley has worn between the Billing Department and Mr. Want's office?—(What's the attraction, Cliff?)

Chas. Kelly and Cliff Riley formerly of the vaudeville team of "Kelly & Riley" are soon to have a re-union. (N. Y. *Clipper* and *Billboard* please copy.)

John Hall, the budding cake-eater of the Billing Department, is receiving his instructions in the "manly art" of "cake eating" from the former champ, Gus, or rather, Fred Edwards.

"Wonders will never cease!" Did you see O'Brien's new office coat? If you didn't—you have missed the wonder of the age.

Joe Lowe, Employment Department, is as ambitious as ever. He reported to work after the big snow storm last month complaining of a sore back. He had shoveled the snow off the sidewalk in front of six houses on his block. He told the neighbors he wanted exercise and he got it.

Brooklyn is a great place after all. Ask H. Riccardo, Employment Office, if you don't believe it. Henry took a flying trip to Atlantic City, recently. The place looked so good that he decided to stay. After a few days of it he made tracks for home.

Tom Plunkett is going into the show business—as soon as his baby grows up. He stays home every night now (what's going to happen) teaching the kid how to play the chimes.

They Remind Us Of

Prince of Wales—Johnson.
Crown Prince—Riley.
Queen Victoria—Miss Pierce.
Tom Moore—George Hutton.
"Mabel" Normand—Francis Daley.
Sidney Drew—"Cy" Seymour.
Julian Eltinge—John Hall.
Richard Barthelmess—Fred Edwards.
"Buster" Keaton—Chas. E. Kelly.

Famous Sayings

"The Blooming Ostrich," etc.—Geo. Hutton.
"Do you think you'll make it?"—Geo. Keenan.
"Good!!!"—Mr. Brady.
"Next!!"—O'Brien.
"Throw him an anchor."—John Hall.
"Don't you see?"—Miss Pierce.

Young Kelly, Machine Shop helper, says it's Lifebuoy soap that makes his face so clean.

Looks as though George Ash of the Machine Shop is going to open a bakery the way he is saving pie plates.

Charles Henson, the wealthiest man in the Morse outfit, says he will accept no more *soap* in the future.

The Welders think James MacFarlane is nervy in using Paddy Feeny's dogskin overcoat to keep his radiator warm.

John Torrey of the Welders is back with us again after a trip to Cuba and Miami, Florida, where he and his "brother-in-law" went hunting "blind tigers."

A loud report in the Machine Shop! Everybody scared! Was it an explosion? No, the rubber band on Irwin Ash's bank roll had parted under the strain.

Heard in the Machine Shop—Helper: "Hey, Otto, what's happened to your auto?" Otto: "Oh, it's dead for the winter." Helper: "Gee, it was dead last summer, too."

Captain Kirby's friends will be surprised to hear that he is almost as good a dentist as he is a deputy fire chief. He performed an important operation at his home recently.

Howard Canning of the Welders was taken for the head waiter while in his "soup and fish" suit at the annual ball. Harry Lyle gave him an order for two sirloin steaks. Harry himself was mistaken for a "dry" sleuth.

Our cheerful old friend, Charley Pearson
Is after the Presidency, I hear, Son;
Give Charley the gavel,
Things surely will travel
And the works will ne'er be out of gear,
Son.

Too bad grand opera costs so much! Van Gelderen's temperamental soul craved music, he said, and next day the salvage shed throbbed with melody from a mouth organ the boss salvager had retrieved somewhere.

"Big Matt" Fannon is an efficient pipefitter in the yard, while Little Matt Fannon is one of our capable heater boys. Father and son, and both here several years. Here's hoping Little Matt will turn out to be as good a man as the old man, "Big Matt."

Gus Hornig, of the Painters, said goodbye to the boys in the Paint Shop in February when he sailed for Brazil where he will be in charge of extensive property, which he recently inherited from his father. Gus was well known in the yard and would be glad to correspond with any of the boys. His address is: Gus Hornig, Rua Graziosa, Coritzla, Estado de Parana, Brazil.

Chief Meyers of the Fire Department says the apprentices in the Machine Shop are the best fire fighters in the Yard.

Otto Rochelle is now known as a supervising engineer. He has full charge of a brand new machine consisting of two starting bars and a fly-wheel. (Otherwise known as a wheel barrow.)

Inspector Tony Caronia was presented with a beautiful cane made of magnecia wood, a present from the captain of the *S.S. Liberty Land.* The presentation was made in the office lobby by Mr. Mead.

In last month's Yard Chips, Robbins of the Machine Shop quoted the famous saying "When I served my time," in referring to his apprenticeship, and now Bill Chambers wants to know where he served it, in Atlanta or Leavenworth?

Henry Crist, of the Pipe Shop, who is an old time ball-player, is going to manage the Ridgewoods, one of the fast semi-professional teams of Brooklyn, this summer.

Morris Levy of the Pipe Shop has received a license from the State Boxing Commission and will shortly be assigned as a judge of ring contests.

Charlie Bird had to go to the armory and drill for two days for playing hookey from Military Training Drills. Paul Tramantana also has sore pedals from this kind of army punishment.

Peter Ballantine, formerly of the Burners and one of our minstrel soloists, has passed the physical examination for acceptance on the New York City Fire Department.

Joe McGuirk showing his eye to Dr. Wynne—"Do you think that the sty was caused by dirt or condition of the blood?" Dr. Wynne: "It is an acute condition." Joe: "I know I have a cute little eye."

Charlie Kohler, formerly attached to our Electrical Department, is progressing rapidly in the boxing ring and is being booked for star bouts. His brother, Willie, is also a popular Brooklyn mitt artist.

E. Kellar, No. 26753, of the Painters, asked Foreman Gene Brown if he had an opening for an apprentice as a bouncing baby boy arrived at his house on February 8, and Kel is already looking out for the kid's future.

George Gardner, our old friend "Dizzy," has resigned his position with the Chippers and Caulkers and now has charge of the chippers and caulkers at Fletcher's in Hoboken; Jack Mullaly, formerly foreman painter here, has charge of Fletcher's painting department and Billy Hunter, former Pipefitter's snapper here, has a similar position at Sisco. All gave their best while here, left with clean records and have the best wishes of the boys from Morse's.

Enoch Franzen, of the Machine Shop, sailed for Gottenborg, Sweden, on Feb. 10, and has taken along a wife. He intends to return to this country and again take up his work here in the yard.

Walter C. Abrams, formerly connected with the Morse Band is now Director of the 12th Regiment Police Reserve Band.

Charlie Labdon and Jerome Galligan, endmen in the minstrel, are rehearsing diligently for their expected debut in vaudeville.

Chad See, formerly of this company and one of our baseball stars, has landed the right field berth on Pat Moran's Cincinnati Nationals.

James Langan, who has scores of friends in the Morse organization, has resigned as a chief in the New York Fire Department, and formed a partnership with M. J. Quinn as general insurance brokers. Good luck, Chief.

They tell us that Jim Hart, whose friends speak of him as the original *soap hound* of the Burning Department, is going to sojourn at Palm Beach for the month of March. Wish we were going with you, Jim.

Our great little fireman, Chief Myers,
Spent all of his life goin' to fires,
But he choked on the smoke
Of Joe Lowe's pipe—that's no joke,
Though Joe'll say I'm the biggest of liars.

Heard in the Employment Office:—Plunkett, to employee with green slip, "Why are you leaving?" Employee—"I had some words with McEwen and he said something I didn't like." Plunkett, anxiously, "What did he say?" Employee—"You're fired!"

President and Mrs. Jos. G. McGuirk, Secretary and Mrs. Edward J. Hannavin, Mr. and Mrs. Thomas J. Plunkett and Mr. and Mrs. George F. Keenan, as guests of Mr. Charles G. Pearson, attended the recent entertainment and reception of the 12th Assembly District Republican Club on the evening of February 7th.

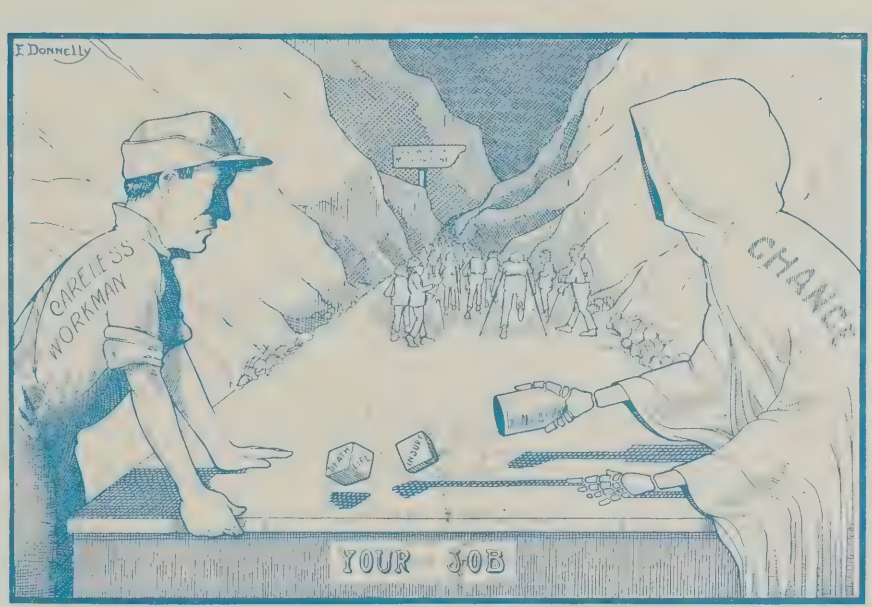
They have put signs around the Main Office reading "Please Wipe Your Feet." Otto Rochelle, Machine Shop, who is a man of few words and who always obeys orders to the letter, took off his shoes and obeyed the command. Orders were forthwith issued requesting Otto to always use the main gate.

One of the Inside Machinists, who formerly was a chauffeur, is said to have received an efficiency slip recently and when he was called in to explain why he didn't report to the Investigating Department, passed along this excuse: "Why, I took my pay envelope home without opening it and gave it to my wife and she didn't tell me about the slip until a week later." They say that Harry White fainted on the spot.

EDITOR'S NOTE:—Mr. Donnelly, the author of this cartoon, is well qualified to present to you lessons and thoughts on Safety because he himself has experienced the hardships, the agony and the mental anguish that come from a serious accident. Before joining The Dial staff, Mr. Donnelly was employed in the Burning Department. In the course of his work, he met with an accident which inflicted painful burns to his hands, face and head.

For a long time he was in a hospital and the experience proved to be a sad chapter in his life. When he regained strength the Company gave him employment in the office force. While recovering he occupied his mind by drawing and when he got into the office he submitted sketches to The Dial. His talent was quickly recognized and an opening in The Dial office made it possible for him to join The Dial staff.

In this position he is very anxious to be of service to the men in the yard and he knows of no better way than by pointing out to them the folly of unsafe practices and habits and we have gladly turned over to Mr. Donnelly this third cover page for working out that idea in a series of cartoon talks. Don't merely read these picture talks; heed them, too; profit by the experience of one who knows.



Are YOU Gambling With Chance?

DO you know, boys, that figures covering accident cases show that "Carelessness" is the cause of ninety per cent of the misfortunes to those fellows who have met with broken legs, crushed arms, shattered fingers, lost eyesight and other accidents. Simply because they disregarded "Safety" in the course of their work and gambled with "Chance" in trying to gain a few minutes, or to save some steps, they have lost out in the race through life. You may succeed for a while but you are bound to be the loser whenever you take a chance.

It does not pay to be careless on the job in regard to "Safety" as there is little to gain and everything to lose. Better to be known as a careful worker than to have them say you were "Careless," while you are lying in the hospital suffering from an accident which was the result of taking a "Chance" on the job.—*E. E. Donnelly.*

"It Will Be Done"

A slogan made famous by the confidence of our workmen

Reboring a stern bush without removing it from the ship

There are a great many "short cuts" in the methods of making ship repairs. Time and again Morse workmen have said "It Will Be Done" because of their faith in the splendid facilities and complete organization that go to make up Morse Service.

Whether it is the difficult emergency work lasting far into the night, or some job requiring unusual ingenuity and skill, Morse men can be depended upon to uphold this company in its endeavor to *Serve* with Satisfaction.

MORSE DRY DOCK & REPAIR CO.

Phone: Sunset 5100

BROOKLYN, N. Y.

Cable: Pyrosison, N. Y.

331.05
MCD

The MORSE DIAL

UNIVERSITY OF ILLINOIS LIBRARY
1921

APRIL, 1921

Cheats and Critics

By The Editor

Dare To Do

THE big need of the world today is for leaders. In business, industry, politics, in every line of endeavor, the cry is for men and women capable of taking charge, ready to put themselves forward and assume responsibility.

A man of perhaps small general ability is holding a high position. His subordinates and others often criticise him and tell him his weak points. These critics in most cases have overlooked entirely the one big trait which put him where he is,—self-confidence, courage to do a thing even though he fails. Many with better preparation and greater ability in most respects are below him because they failed to dare.

Americans as a people are known for their air of assurance and ability to do things. Other nations stand back in awe while an American with characteristic energy blazes ahead. That is one of the great causes of the marvelous progress in science and industry in this country. Courage is a national trait bred of this great free land of ours, and it is a trait to be fostered in every individual.

Don't wait for perfection. Do your best, but BLAZE AHEAD! Dare to do.

Playing The Game

ONE player can lose a ball game. One man, sore, not trying, or out of condition, can offset the best efforts of the rest of the team. One little bauble that rattles the pitcher or lets in a run, one careless swing in a pinch, and the game is lost.

The player cheats the crowd, cheats his manager, cheats the other players, but most of all cheats himself. He is on his way to the bushes, and a live hardworking young busher is going to cavort in his shoes.

We at the Morse Dry Dock & Repair Company are playing the biggest game of all, the shipping game. Each workman in playing his position has the opportunity to bat in runs.

Yet, it is not the team of two or three brilliant stars that wins the pennant. It is the one where every individual player is fighting not for personal glory, but for the success of the team.

The spirit of co-operation,—each for all and all for each—counts big. An assist is as important as the put out and a sacrifice as an attempted home run.

Here as in the ball yard the three vital qualities are condition, speed and skill. These combined with pep and the old fight are what put the shipping game across.

Let's play the game.

Morse Dry Dock Dial

Vol. 4 April, 1921 No. 4

Don't Wink at a Girl in the Dark

WHY do ships come here to be repaired? As if by magic they arrive at our piers, are "made new", and depart to plow again the seas, carrying goods and people to all parts of the globe.

To be sure Morse tugs usually bring them here,—but even Morse tugs must have the consent of the ship's owners or the operating company.

Morse service? Right. But how do shipping men know of Morse service?

There is in our organization a department whose function it is to tell the ship owners about that service.

But first of all let us consider what is Morse service, or what part and interest you have in it.

Service is the thing which the Company sells to the ship owner, and you men who work on the ships and in the various shops and departments of our big plant are a very vital factor in the sale of that service.

The ship owner sends his boat here to be repaired. The Company furnishes the material and the men for the work. Also it furnishes the tools, the shops, the trucks, the tugboats, the big derricks to lift the material aboard the boats; the machines to prepare the material for its place on the vessel; the space alongside of the piers; the dry docks; in fact everything necessary to making the repairs. That is service.

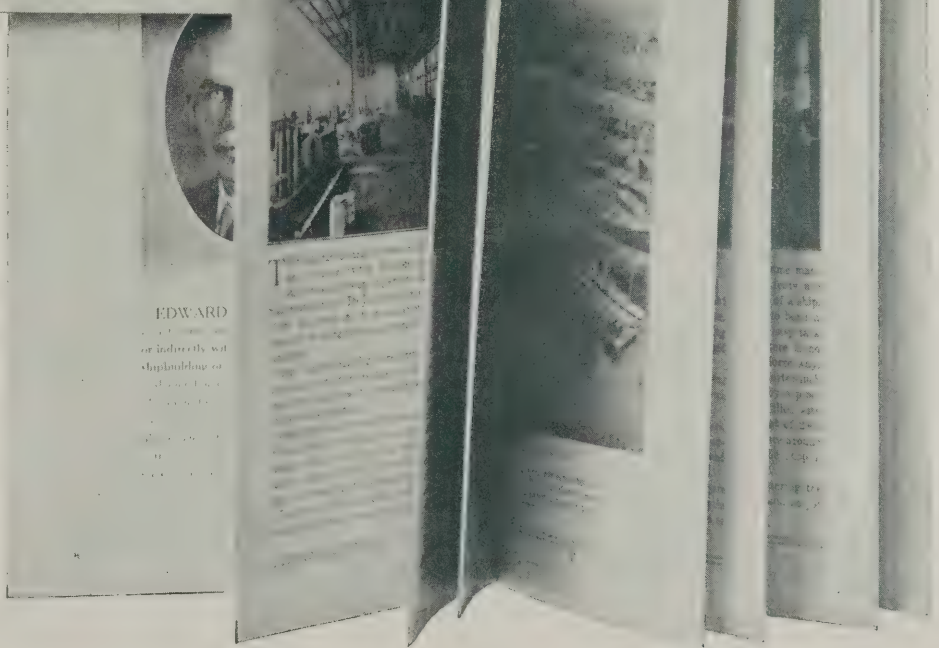
If that service saves the shipowner money, if it is efficient and skillfully directed and employed; if it gives the shipowner better work than he can get elsewhere, that is good business and it means that more work will come to the yard because that shipowner will tell other shipowners.

Now service is a harder thing to sell than is a manufactured article. When you buy a shirt you can generally tell something about the quality of it and how long it will wear and whether it is worth the price asked, but when you buy service you are buying something that you cannot always feel sure about, and so it is important that the shipowner should be told about the service that the Morse Company has to sell, and told in such a way as to convince him. That is advertising.

Others there are whose duty it is to tell by word of mouth about Morse service. They are the Company's solicitors or salesmen who perform the important function of conveying to the shipowner in person the message of Morse service. But the department which we wish to bring to your attention at this time is the Advertising department whose function it is to spread broadcast in corners and places where solicitors do not always get, the name and fame of our Company, and the good work you men do.

The means of doing that is by way of the printed word and the printed word has become a very important element in the business world of today as we all know.

If a fellow winks at a girl in the dark, the effort is lost because the girl does not see the wink; neither does any one else. The same thing



The booklet here pictured is of interest to every man who owns or operates ships.

Copies will be sent to those in the trade who desire it and who make application over their trade signature.

is true of the business or industry that does its business without advertising. The Company knows that it is doing its work well and perhaps the customers do too, but unless new customers are secured, no business is going to progress very far and so generally it is necessary to advertise.

We are reminded of a story we saw in print the other day, headed "Famous Advertisers." It went something like this:

Rameses II threw a stone into the Nile and sighed.

He had spent his whole life fighting and had licked all his neighbors.

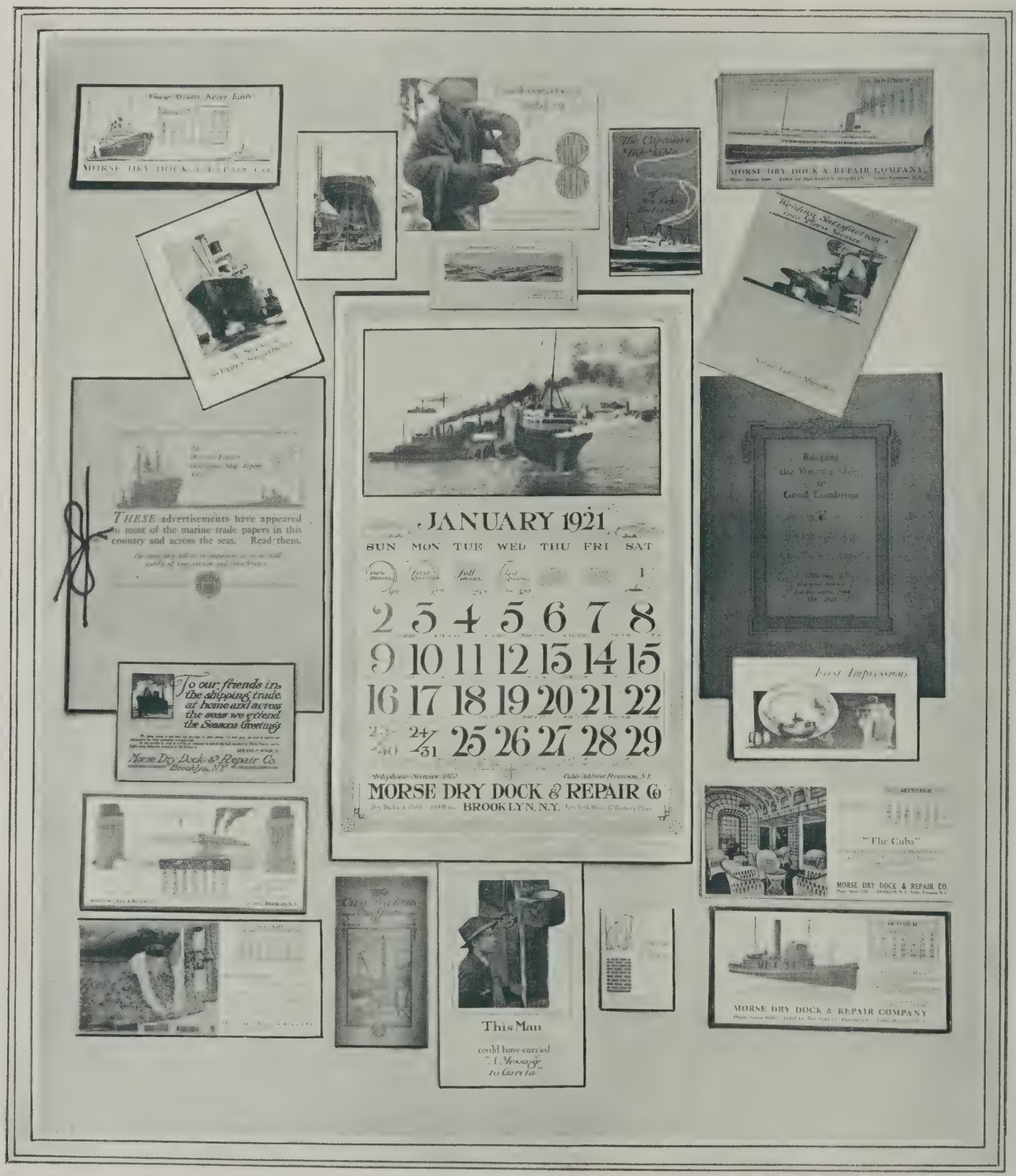
He had added many slaves to his section gang, and to his treasure vaults many shekels.

But that was not enough for Ram. He wanted his fame to outlive his mummy.

"But how?" mused the great Pharaon. The royal printing press was not yet invented and the palace house organ was out of tune.

"I have it," quoth Mr. R., as he knocked the tip off a pyramid with a pebble and took a puff at an "Egyptian Deity."

He called together all the stone masons


MORSE DRY DOCK & REPAIR COMPANY
THESE advertisements have appeared in most of the marine trade papers in this country and across the seas. Read them.
To our friends in the shipping trade at home and across the seas we extend the Seasons Greetings
Morse Dry Dock & Repair Co.
JANUARY 1921
SUN MON TUE WED THU FRI SAT
MORSE DRY DOCK & REPAIR CO.
BROOKLYN, N.Y.
First Impressions
"The Cuba"
MORSE DRY DOCK & REPAIR CO.
This Man
could have carried
"A Vessel"
to Success

These are specimens of Direct-by-Mail Advertising Literature issued by the Advertising Department.

in the kingdom, and they chiseled his deeds of valor in rock and set it up where all might see.

Some people may call this history, but it wasn't. It was advertising.

This was four thousand years ago.

Now Rameses has a cigarette named after him.

Advertising did it.

It was only a year ago that the first real efforts were made to tell the shipping world about our plant, and we are informed that many shiping men realized for the first time what Morse service means to the Port of New York,—a huge ship repair yard, more accessible to incoming and outgoing ships than any other in the port, the largest floating dry dock in America, the most complete equipment, and workmen of exceptional skill,—all of which goes to make the utmost in efficiency and economy.

The manner of our advertising is of various kinds. Stories of unusual achievements illustrated by photographs of the actual work carrying our name to the leading marine journals and trade papers. pictures and descriptions are given of our great dry dock and some of the marvelous machinery which makes possible to do in our yard work that cannot be done elsewhere.

Had you chanced to look through the leading marine trade papers during the past year you would have found our name under full pages of illustrated advertisements telling the story of Morse service to the shipowner, operator and marine superintendent.

After one short year of intensive work it is safe to say the name of Morse is known the world over where ship repairs and reconstruction are considered. We even have on file clippings of the record made in drydocking the *S.S. Minnesota* taken from a newspaper of a western town where most of the inhabitants never had been within a thousand miles of either the Atlantic or Pacific ocean.

Not long ago the Liverpool Journal of Commerce carried several columns of interesting reading illustrated by pictures taken in the Morse yards. The same story was eagerly sought by a Holland shipping paper, for across the water they have long watched with intense interest the master feats we have accomplished in our industry.

Another of our advertising methods is direct-by-mail. We have a mailing list which is carefully kept up-to-date. It includes every shipowner and operator in all countries whose name and address we have been able to procure and special advertising literature printed in our own print shop is sent to them.

Every effort is made to have this literture neat and attractive, and to carry a "punch" that typifies Morse service.

Not only that but we strive to make our advertising useful,—blotters, booklets, folders, calendars,—all of such a nature as to assure a place in the office and desk where it is continually before the shipping man for a ready reference and a constant reminder.

Often when our solicitors call on a prospect they find a piece of Morse literature already on the man's desk. At once that serves as an introduction and helps in convincing the customer.

Printed advertising literature constitutes not only an intimate and personal appeal, but it permits a concentration of sales arguments in a specified field without the "lost effort" that is often incurred in newspaper and magazine advertising.

Shipping men have been heard to say that Morse advertising is "different." We believe it is so because Morse service is "different." When we can show that a badly twisted rudder stock was straightened in our yard by a new method devised by the skill of our workmen, and the shipowner was thereby saved many thousands of dollars, and when we can show many other equally vital achievements, our advertising may well be different.

Our advertising carries to shipping men tales of the achievements of Morse workers; it describes our superior equipment, including cost saving machinery and the largest floating dry dock in America; it tells of co-operation, efficiency and economy, in short, all that goes to make up the quality of Morse service.

And so today the company has prestige and good will as a direct result.

Our present problem is to tell the shipowner how this organization, so complete and so efficient, can serve him best in his needs.

Just now while the maritime world is passing through such a critical period our advertising is even more intensive. We point out to shipping men that sooner or later will come the rush of trade and the call for ships. We are urging them to put their ships in first class repair now in order that they may be ready to accept the call and make the most of it.

The value of advertising cannot be overestimated. Competition is so keen and conditions are so serious in the shipping industry that owners are weighing every bit of evidence. It is the repair concern which gives the best service and *tells of it* that is going to get the business. That means, in order for our advertising to be effective, our yard must be at its highest efficiency, every man doing his best, keen to make certain that Morse service *is* superior.

For our advertising begins and ends with the workman. You furnish the high class service and the achievements which make the advertising possible. Then, as new ships come, if you do your work with a skill and efficiency that makes a new satisfied customer you also make a new booster for Morse service. Thus the good work goes on, and men here know that their deeds do not go unsung, but instead are heralded to the far corners of the world.

Were you to visit the Bureau of Engraving at Washington you would see an excellent example of good printing. In one corner of the room a man stands beside a pile of paper and several cans of ink. It is the raw product and is worth comparatively little. Pretty soon the man makes an ink impression on the paper and it is worth a thousand dollars. A little too much or not enough ink and this same piece of paper is not worth a cent. This making of gold certificates illuminates how much co-operation enters into the production of good advertising through the efforts of the printer.

Morse advertising has wonderful possibilities. Hardly a day passes but some skillful feat performed by our workmen comes to our notice. These are the selling points of our service and we must not hide them, but rather we must "blow our own horn" until it echoes our pride in the organization we represent.

We have our own printshop and our presses are constantly turning out some piece of advertising that goes to sell Morse service. And strange to say the same ships that we repair often carry our message across the seas. To Japan, Scandinavia, Italy, England and all the great maritime nations of the world, goes the message of Morse service.

Recreation and Education Free To All

THE attitude of the new administration at Washington in giving a greater emphasis to the needs of the State and Naval Militia makes those organizations of increased interest to the public generally, but beyond that there is a reason why we, in the Morse plant, should give thought and attention to our Militia organizations.

Almost next door to us is one of the most complete armories to be found anywhere, that of the Second Battalion Naval Militia, situated at First Avenue and Fifty-second Street. Many Morse employees had the opportunity of visiting this mammoth building and inspecting the exceptional facilities it offers to men by way of athletics, recreation, entertainment and education. That opportunity was presented to us when the Second Battalion very kindly gave to our Employees Association free use of its large drill shed in which to hold our annual Christmas tree celebration.

Most of those who visited the Armory on that occasion and who had not previously been inside of the building, were amazed at the unusual equipment which they found there.

Those of an educational turn of mind saw in one room a very completely equipped machine shop which is given over to the use of the Battalion members who are eager to learn the machinist trade or who like to work over a lathe. These machines are available to all members at stated times, and afford one the use of a machine to do repair work or to make anything. The restrictions in connection with the use of the machine shop are few. Simply the use of common sense is all that is required.

We are informed that a great number of men have been sent out from this machine shop trained in various mechanical trades so well that they have been able to take positions in manufacturing plants. The primary object of course is to teach such mechanics as service in the Navy or in the Naval Militia would require.

Various other educational features are provided in the organization and it is a fact that instead of being an enterprise designed to develop proclivities for making

war, the Naval Militia is really a great educational institution which lays equal emphasis, if not more, upon the pursuits of peace.

In the process of reorganization, the officers of the Second Naval Battalion are very anxious to interest Morse employees between the ages of eighteen and thirty five. There are amply equipped club rooms; a swimming pool, twenty-five feet by seventy-five feet; a three hundred foot rifle range; a spacious drill hall and innumerable other features, which afford unusual advantages for pleasure, education and exercise.

There are bowling alleys, billiard and pool tables, comfortable lounging rooms for each division, modern steel lockers, and everything that goes to provide a complete, up-to-the-minute recreation center. Privileges are for the exclusive use of the members of the Battalion. Membership does not involve anything more than the expenditure of time and the young men of Brooklyn, especially the Bay Ridge and the Bath Beach sections, would do well to look into the proposition.

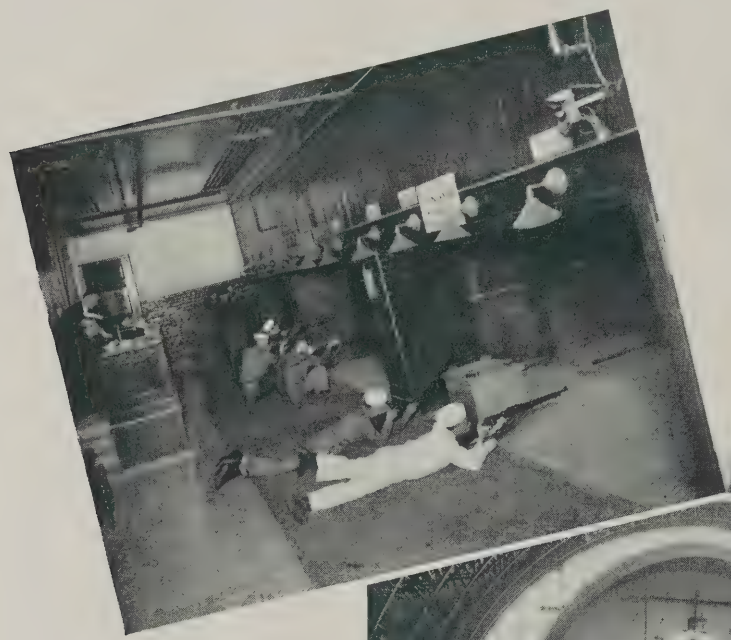
The swimming pool is one of the most modern in the city, having only been recently installed. It must be seen to be appreciated.

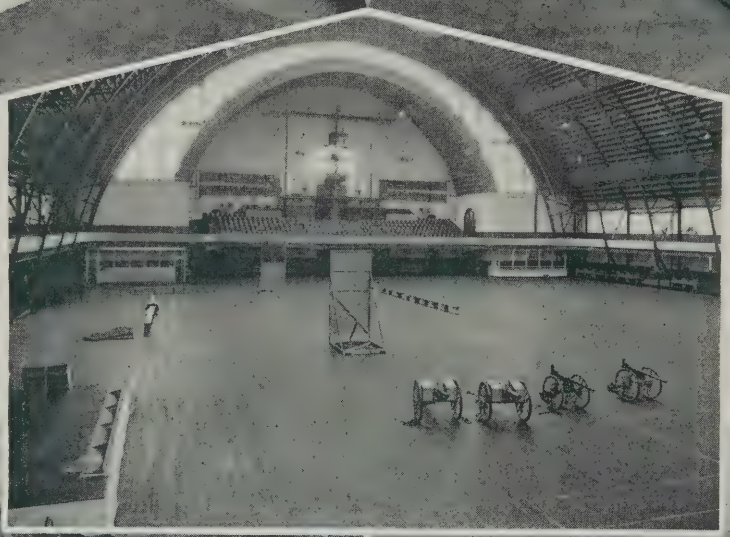
The rifle range is equipped with twelve firing points, in which all sorts of firing competitions are held.

The drill hall in which are held the drills, indoor athletics, receptions, etc., is two hundred feet square.

The Battalion is an all-year organization, the fall and winter months being devoted to indoor drills, rifle practice, indoor athletics such as baseball, handball, basketball, etc.; also there are frequent dances and receptions to which the friends of the members are invited.

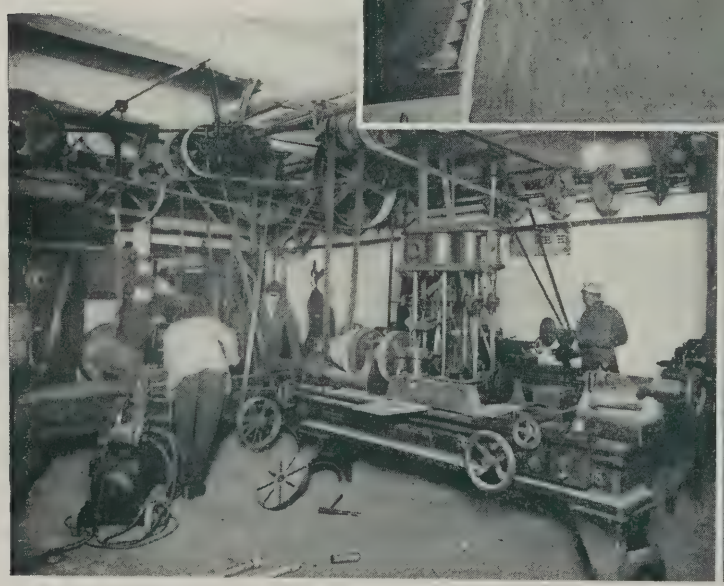
In the summer months the small boats, launches and Eagle boats are in commission and week-end trips are a pleasing feature of the Battalion's work.





Above is shown a part of the big indoor rifle range at the Second Naval Battalion Armory, at the right the drill hall 200 feet square, and below men at work in the machine shop.

One of the comfortable lounging rooms where the Naval Militia boys gather is pictured above, and below is the swimming pool, one of the most modern in the city.



On a hot Saturday and Sunday, a trip around Long Island in a fast Eagle boat is a treat that is offered to members of the Naval Militia.

Camping trips in the small boats and launches of the Battalion are frequently made to the beaches around New York, or up the Hudson River, and to men who enjoy this kind of recreation they are a great treat.

The "Black Gang," (Engineer Division) considered the back-bone of the Navy, the Second Battalion offers special inducements in the way of practical and theoretical instruction on the machinery installed on board the Eagle boats assigned to the organization by the Navy Department.

The plant consists of two water tube boilers, one turbine engine and an up-to-date wireless telegraph and telephone equipment (receiving and sending), generators, blowers, fuel oil pumps, evaporating plant, ice-machine, and all up-to-date equipment that is on a modern man-of-war.

The men in the Engineering Department upon enrolling are assigned to squads and instructed in the fundamentals of oil burning, and advanced to various other classes as they become qualified.

As many present day ships are mostly equipped with oil burning installations and turbine engines, this in itself is a wonderful opportunity for any young man to obtain a knowledge which will be of great help to him in marine engineering should he decide to follow that trade for a livelihood.

Any man between the ages of eighteen and thirty-five is eligible to enlist in the Naval Militia, providing he can pass a physical examination. At the time of enlisting in the Naval Militia, he enrolls in the United States Naval Reserve Force, for which he receives retainer pay, and pay of his rate for duty of fifteen days.

Any man interested in the Naval Militia, and desiring more information on the subject would do well to call at the Armory on any Monday or Friday evening, or any afternoon during the week.

The officers will be glad to answer all questions about the organization.

Our New President

THE inauguration of Warren G. Harding as President of the United States, an event expected gradually to bring about improvement in the business situation, has been consummated. With a simplicity and absence of pomp in keeping with the economy and industrial stress of the times, the new President took the oath of office at the Capitol on March 4. Immediately afterwards he delivered his inaugural address telling of his hopes and plans for the coming four years.

Of special interest to us is that part of his message upon trade and the industrial situation:

"We must understand that ties of trade bind nations in closest intimacy and none may receive except as he gives. We have not strengthened ours in accordance with our resources or our genius, notably on our own continent, where a galaxy of republics reflect the glory of new world democracy, but in the new order of finance and trade we mean to promote enlarged activities and seek expanded confidence.

"Perhaps we can make no more helpful contribution by example than prove a republic's capacity to emerge from the wreckage of war. While the world's embittered travail did not leave us devastated lands or desolated cities, left no gaping wounds, no breast filled with hate, it did involve us in the delirium of expenditure, in expanded currency and credits, in unbalanced industry, in unspeakable waste and disturbed relationships. While it uncovered our portion of hateful selfishness at home, it also revealed the heart of America as sound and beating in confidence unfailing.

"Our supreme task is the resumption of our onward normal way. Reconstruction, readjustment, restoration—all these must follow."

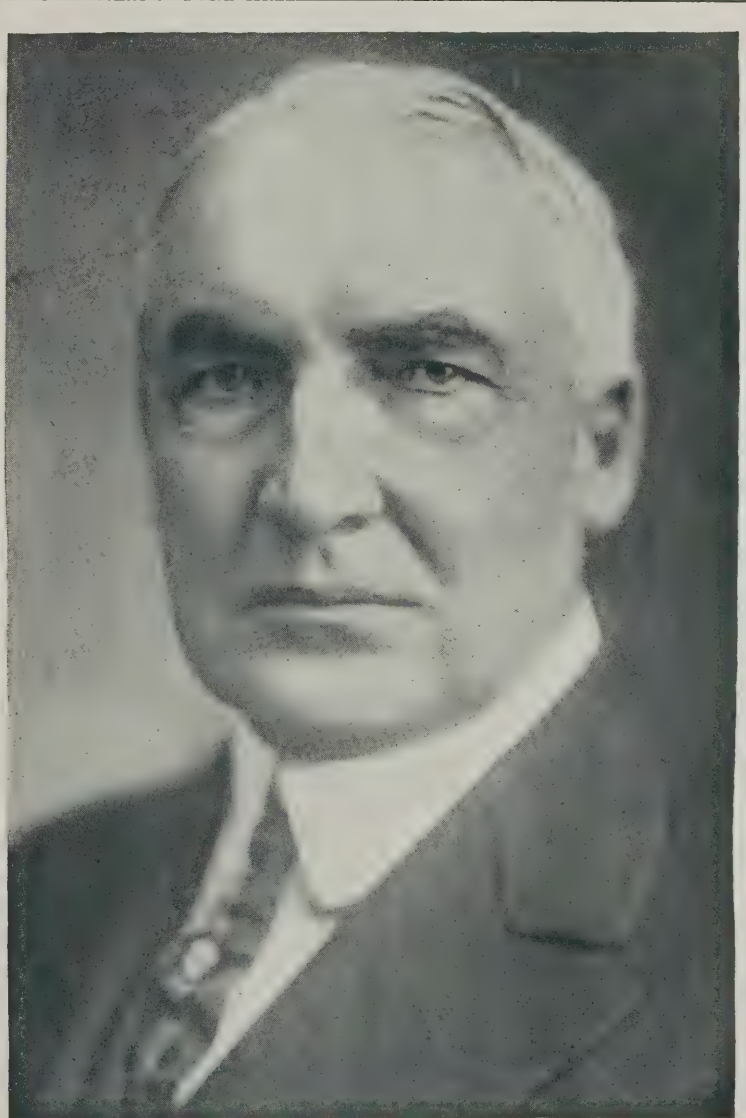
"Opportunity is calling not only for the restoration, but for a new era in production, transportation and trade. We shall answer it best by meeting the demands of a surpassing home market, by promoting self-reliance in production, and by bidding enterprise, genius and efficiency to carry our cargoes in American bottoms to the marts of the world."

—o—

Charles Kelly, draftsman's apprentice, has been transferred to the Outside Machinists to gain more practical training.

—o—

Women invented temptation, but men have monopolized it since.



Engraving by Courtesy of the Fourth Estate.

PRESIDENT WARREN GAMALIEL HARDING

"I decline to recognize any conflict of interest among the participants in industry. The destruction of one is the ruin of the other. In conflict is disaster, in understanding there is triumph. But the insistent call is for labor, management and capital to reach an understanding. The human element comes first, and I want the employers in industry to understand the aspirations, the convictions, the yearnings of the millions of American wage-earners, and I want the wage-earners to understand the problems, the anxieties, the obligations of management and capital, and all of them understand their relationship to the people and their obligations to the Republic."

THE MORSE
DRY DOCK DIAL

A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company, and to the interests of the Company

BERT EDWARD BARNES, Editor
Don Record, Assistant Editor
Willard B. Prince, Art Editor
C.W. Bailey, Photographer
E. Donnelly, Cartoonist

Mrs. Wallace Livermore, Joan C. Sharp, Marjorie H. Davis, Thomas J. Plunkett, L. H. Wilson, Margaret McCarthy, and Charles S. Davis,
Associate Editors

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This Publication is created and printed in the plant of the Morse Dry Dock & Repair Co., at the foot of 56th Street, Brooklyn, under the direct supervision of Bert E. Barnes, Advertising Manager, to whom all communications should be addressed.

Vol. 4 APRIL, 1921 No. 4

Variety of thinking makes for progress. If we do not agree, at least, let's strive for the best.

It Can Be Done

IN his private office Judge Gary of the United States Steel Company has a novel device. On a neat stand are arranged large transparent letters which read:

"It can be done, can't must be overcome."

By pressing a button on his desk, Judge Gary can illuminate the letters very brightly by electricity. When anyone begins to speak pessimistically and complain that a difficulty cannot be overcome, the judge presses the button. Within the last few weeks he has placed prominently in his office another motto reading:

"Success comes in cans, failures in can'ts."

"The 'Can't must be overcome' motto has worked in the case of the man who has risen to be head of the largest enterprise in the world. Why shouldn't it work with the rest of us?" asks B. C. Forbes in the Forbes Magazine.

It should. But there's the rub. Unless an individual is ready to take a grip on himself and lift himself above that lazy "can't" attitude, it won't work. To overcome difficulties means using energy. The desire plus the will power and energy is the requirement. It Can Be Done. The Hull Department has adopted the slogan: "It Will Be Done", which goes the "Can'" slogan one better. We'd like to hear what the slogan of other departments is. Why not kick in with them, boys, so we can see who has the best one.

—o—

Every Little Bit Helps

DO we waste fuel?

It is easy to say when we leave a light burning or use more coal or oil than is necessary, "Oh, well, the company can stand it."

That is easy to say, but is it the spirit we want?

Every line of industry is facing the necessity of economizing. In the deflation period returns are not paying in many cases the overhead expenses and a fair return for the risk and investment involved.

But more important, an industry must cut production costs to a low level or there will be no business. The Morse Company is trying to cut costs and thereby to boost business. One of the chief ways is to conserve materials, and a big item in materials is fuel.

When we cannot see the source of power, we are inclined to overlook its value. A river flowing over a dam year after year and furnishing power is taken for granted, until the source is destroyed and the power stops.

When taxes are normal, we are inclined to give little thought to government expenditures, but let the taxes hit our pocketbooks directly, as in ice cream cones, theater tickets, and the increased costs of supplies for our daily needs; immediately we want to know what is being done with our money. We know the source.

Just the same with electricity and fuel. There is always a plentiful supply whether or not we take the trouble to turn off the lights when not in use or attempt to conserve fuel. Why worry, then? But the company is worrying, and we will worry if failure to save hits our pocketbooks.

Let us consider the source of this fuel and light we use. Certainly the source is money,—and a lot of money every month. Electricity alone costs the company thousands a month, quite a bundle of wages, part of it worth saving if we can, isn't it? But, will my little bit make any difference? Every drop of water helps to make the ocean.

The month's bill for fuel oil is also heavy, and for coal, the largest item of the three, many tons are consumed and the sum involved is large.

The money comes out of the company, yes, but what harms the company harms us, whether we see it at once or not. The company is helping us. Let's help the company. If we can save fuel or light, even a little bit, let's save it.

—o—

New Capital Needed

SPEAKING of prosperity, what the average business man wants to know is how soon some more capital will be available for business development and when interest rates on borrowed money will be lower.

The Sphinx holds no secret regarding this matter and the answer fortunately suggests the solution of the problem.

Generally speaking, more capital will not be available until it has been accumulated—saved; there is no other way. The process is slow but the result sure, and it is the only method the world knows.

Generally speaking also, interest rates are determined by the supply and demand of capital or credit—the more funds available for loans the lower the rates, and vice versa. Interest rates will accordingly go lower when there is either a lessened demand for money or an increase in the supply of loanable funds.

Briefly, then, American enterprise now needs, and will continue to need, more and more liquid capital, for capital must furnish the life-blood of that richer prosperity on which our hearts and minds are set.

But where is the money coming from? In our onward industrial march it becomes more and more imperative that new sources of capital be explored, that new classes of investors be developed. "Billions of new capital" is literally the command.

But while such enormous financial requirements present a serious challenge to the ability of the nation to save money for its own commercial and industrial development,

the capacity nevertheless is not lacking. A new class of investors can be developed. Wage earners can save and invest large sums of money in the aggregate—the success of the Liberty Loan campaigns demonstrated this.

Thirty million workers saving an extra dollar a week for three years would release five billions of dollars for productive enterprise.

—o—

Wages and Buying Power

IT is not the wages we receive that count, but what we can buy with those wages.

It is better to receive $25 a week and spend $20, than receive $50 and spend $50 for $20 worth of goods.

During the war, in order to increase production and keep industries at top speed, wages went beyond what workmen can produce.

Shoes are not worth $15 or $20 a pair; an ordinary suit of clothes is not worth $60. As a result people stopped buying those high priced commodities, and the industries suspended operations.

In ship repairing it is estimated that sixty per cent of the cost goes to labor, so if the industry was to return to normal, a reduction of wages became necessary.

But wages are not the worker's only consideration. The cost of living is equally important. Let us consider the buying power of his dollar.

Figures reported by the United States Bureau of Labor Statistics show that up to December 1, 1920, the cost of living dropped 7.4 per cent as compared with the high point in June, 1920.

Other statistics indicate a further drop of more than 7 per cent since December, 1920, thus making a total decline of about 15 per cent from the high point in June, 1920.

Food, the worker's greatest item of expense, shows a marked drop. Any family which compares the present prices of meat, vegetables, butter and eggs with the prices paid last June cannot but see an encouraging difference.

Wholesale prices have been reduced 40 per cent and with retail prices tending to follow, the Bureau predicts a further decrease of 10 per cent in the cost of living during the year, making a total of 25 per cent decline from the high point.

A 10 per cent reduction in wages went into effect in the Morse yards on March 30, yet, because of this price decline, the workmen who are employed will be better off in buying power than in June, 1920.

Furthermore, it is believed that lower prices now possible to the shipowner will stimulate the ship repair industry and greatly decrease unemployment.

"The idea that labor should escape a readjustment in wages is absolute folly," says the Bureau report. "The sooner a scaling down in excessive wage costs is brought about, the better it will be for business, the public and for the workers themselves."

The reduction in wages in all industries to the point where an employee can produce what he receives pay for, will cut down the prices of all the goods he has to buy.

In other words, with the cost of living again normal, the dollar value will be normal, thereby offsetting the worker's wage reductions.

It is not the wages we receive that always count, but what we can buy with those wages. Hail the return to the good old days when a nickel was worth five cents.

Calender Tide Table — APRIL — High Water Governors Is.

SUN	MON	TUE	WED	THU	FRI	SAT
New Moon 8th	First Quarter 15th	Full Moon 22nd	Last Quarter 29th	House for Service	1 2:53	2 3:32
3 4:44	4 5:29	5 6:10	6 6:47	7 7:21	8 7:54	9 8:28
10 9:03	11 9:43	12 10:25	13 11:16	14 12:12 PM	15 0:49	16 2:13
17 3:38	18 4:42	19 5:32	20 6:36	21 7:25	22 8:10	23 8:56
24 9:39	25 10:23	26 11:06	27 11:53	28 0:00	29 0:31	30 1:48

TIME OF TIDE IS A. M. UNLESS OTHERWISE NOTED. HIGH WATER AT SANDY HOOK DEDUCT 30 MIN.

Association Calendar

Collection Committee meets every Monday at 4 p. m.

Finance Committee meets last Tuesday of every month.

Directors meet last Wednesday of every month.

Association entertainment and business meeting last Wednesday of every month, unless otherwise announced.

Entertainment Committee meets 2nd Monday of every month.

Fire Prevention Committee meets 3rd Monday of every month.

Relief Committee meets last Monday of every month.

Official Report of February 23 Meeting

Banner crowd present.

Called to order at 8 o'clock.

All officers on deck.

Secretary's and Treasurer's reports accepted.

Members thanked by President McGuirk for efforts in making the Minstrel Show a success.

Bowling discussed. Decided to continue tournament.

Constitution amendments passed.

Discussion of proposed wage reduction, led by President McGuirk.

Vaudeville and boxing.

Detailed reports of the more important matters are to be found elsewhere in this issue.

Employees Association Directory

OFFICERS

President—JOSEPH McGUIRK
Hull Department

Vice President—VACANT

Secretary—EDWARD HANNAVIN
Brass Storeroom

Treasurer—MORTIMER W. MEAD
Office

Directors and Conference Board Members (d) for Director; (c) for Conference Board

CARPENTERS, JOINERS, PAINTERS AND WOOD CAULKERS—Peter J. Bresnan (d) Harry Anderson (c).

OUTSIDE MACHINISTS—Charles Pearson (d) Al. Cumming (c) William Mills (c).

INSIDE MACHINISTS—John Sweeney (d) Hugh McQuillan (c) Frank Ulsmer (c).

PIPEFITTERS—Michael O'Dea (d) Charles Davis (c) William Martin (c).

BLACKSMITHS—James Tester (d) Robert McQueen (c).

RIGGERS AND DRY DOCK HANDS—Edward Kelley (d) Eugene Callahan (c) Harry Carlson (c).

COPPERSMITHS, PLUMBERS, PIPE COVERERS—Thomas Hayes (d) Joseph Herzog (c) Wm. A. Bush (c).

BOILERMAKERS — William Jackson (d) Harry Beattie (c) Michael Schilling (c).

OFFICE, ESTIMATORS AND SOLICITORS —Frank Falconer (d) Miss Marjorie H. Davis (c) George F. Keenan (c).

DRAUGHTSMEN, PATTERN MAKERS, INSPECTORS—James M. Donovan (d) Leonard Wallace (c) Thomas C. Rathbone (c).

SHEET METAL WORKERS—Frankie Mack (d) Wm. Ulrich (c) Joseph Boivin (c).

PLATE SHOP—Edward McGibney (d) George Drew (c) Louis Leiser (c).

ELECTRICIANS — Harry Jost (d) Thos. White (c) Al Chisholm (c).

HULL DEPARTMENT — Al. Simendinger (d) David Lyle (c) John Dresch (c).

BURNERS AND WELDERS—James MacFarlane (d) John Beverley (c).

MISCELLANEOUS — Including Chauffeurs, Storeroom Hands, Garage Mechanics, Crews of Launches, Timekeepers and Watchmen—Carlisle B. Stecher (d) William A. Jarrell (c) Fred Lembke (c).

COMMITTEES

RELIEF COMMITTEE—Morris Levy (Pipe Shop) Archie Campbell (Carpenters) Otto Rochelle (Inside Machinists).

ACCIDENT PREVENTION COMMITTEE—Frank Falconer (Hospital) David Lyle (Hull Dept.) Samuel Olsen (Chain Gang) Harry Beck (Carpenters) Ernest Hahne (Outside Machinists) J. C. Ballis (Laborers).

SANITATION COMMITTEE—Joe Toomey (Hull Dept.) W. Carr (Pipe Shop) Dan Smith (Plumbers).

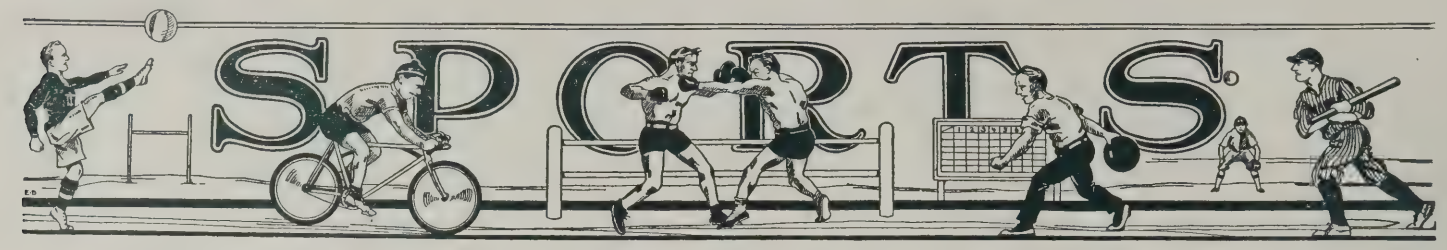
ENTERTAINMENT COMMITTEE — Geo. Drew (Plate Shop) William Burke (Carpenters) John Finneran (Garage).

FINANCE COMMITTEE—Charles Menzies (Welders) Harry Anderson (Carpenters) Michael O'Flaherty (Air Plant).

WELFARE COMMITTEE (Embracing Yard Collections) — Frank Falconer (Hospital) Joseph Frank (Dock Hands) John Sweeney (Machinists).

BOWLING COMMITTEE—Henry Rochelle (chairman) Harry Anderson, Jack Gannon, John Kelly, Adam Lester.

FIRE PREVENTION COMMITTEE—Louis Leiser (Plate Shop) Harry Gardner (Burners).



Sid Leslie a Winner

FRIENDS here of Sid Leslie, at one time chauffeur in the Morse yard, will be pleased to learn of recent honors won by this classy runner. At the annual indoor meet of the Seventy-first Regiment, N. Y. G., January 26, he captured the Metropolitan 1000-yard championship by winning a wonderful race from a field of eight competitors.

An unfortunate stumble as he rounded the final turn lost the 880-yard championship on the previous evening, Jack Sellers winning by inches after Leslie's stride was broken by his foot hitting the track guard. Leslie's victory in the 1000 was all the more spectacular because Sellers was one of his competitors.

On the night of February 21, Leslie won the Todd Half Mile, the yearly feature of the Todd Shipyards A. A. games, also from a fast field of runners.

He is now employed by the Guaranty Trust Company and is captain of the Guaranty Club Track Team.

On the evening of March 3, Leslie beat out Joe Higgins, the New York A. C. star, by a step and won the "Casey" 1000-yard invitation race at the Knights of Columbus games in the First Regiment Armory. Sid took the lead with the race half over and although Higgins pressed him all the time on the last lap, Leslie had the stuff and beat him to the tape.

—o—

Fistic Encounters

FOUR fast boxing bouts were staged following the monthly business meeting of the Employees Association on the evening of February 23.

Referee and Fight Promoter William J. Burke, better known as "Billie", officiated as master of the ring, and presented as his first offering a four-rounder between young "Johnny" Solsberg, a sterling performer and ex-Morse blacksmith's helper, and Charlie Warren.

The first round demonstrated that Charlie was up against a tough one. Solsberg hit him at will and had him completely baffled. In the second, a few minutes before the gong, Solsberg dumped Warren flat on his back with a neat hook. The blow stunned Charlie and the bell saved him. The ex-blacksmith tried hard to repeat the dose during the last two rounds, but Charlie was cagey and managed to stay the limit.

Young Kramer, a Bay Ridge boy and favorite with our fans, climbed through the ropes for the next engagement. His adversary, Eddie Katroty from Mount Vernon, started like a whirlwind and it looked like curtains for Young "Al", but true to fashion Kramer was simply feeling his man out and toward the end of the second round began to hand out a few of his punishing rights. These two then mixed it furiously for the ensuing few minutes and wound up with a burst of pep and action. "Billie" allowed it was one of the best bouts ever seen in our arena.

Frankie Fay of the Chippers and Caulkers then appeared with his handler, Jack Sexton. Frankie and Young Eddie Myck of Bay Ridge scientifically showed their tricks to the delight of the "Hull Department Royal Rooting Club."

The final bout was between Frankie Fields and Terry Mitchell, the "Brooklyn Bearcat", who has met all the big lights. Terry is on the path to success and proved this by his ring generalship in keeping the huskier Fields under control during their encounter.

Bowling Speeds Up

RENEWED interest has marked the Inter-departmental Bowling Series during the past month. The teams have turned out on Monday nights much better than before and a general speeding up of the series has resulted.

With but a month more of the present season from March 14, the date of the report given below, the Office crew is plugging right along in the lead with the Inside Machinists, the Carpenters and the Timekeepers pushing them hard for honors and making some mighty sharp contests.

Some of the other teams show up with two or three men missing, and while those present "roll their heads off" and have a fine time, the lack puts them at a disadvantage and detracts somewhat from the interest of the games.

The standing of the teams after the matches on Monday evening, March 14, follows:

Team	Won	Lost
Office	21	3
Inside Machinists	20	5
Carpenters	20	6
Timekeepers	18	6
Dock Hands	12	12
Riggers	11	12
Pipe Shop	10	13
Copper Shop	9	14
Plumbers	3	17
Hull Department	2	16
Outside Machinists	0	20

—o—

"K.O." Joe Daley of our Pipe Shop knocked out Harold Cusack of Brooklyn, former welterweight champion of the navy, in the ninth round on December 17. Joe's friends are greatly pleased at his start and expect to see him going after the welterweight crown soon. Cusack is employed at the Robbins yards.

Billy West, electrician, whose real name is John O'Neill, is booked for several good fights including matches with Sailor Marr, Louis Bogash and Jack Britton. West is a welterweight.

Herman Holtzman, a fighter who used to work here, is recovering from an injured hand and expects to get going again soon.

Walter Nelson, Pipe Shop, who has met the best in his class, was matched against Eddie McKenna of California March 16.

Hepburn Some Fighter

"BEST looking lad I've seen in a long time," says Jack Byers, fight manager, of his new protege, Young Hepburn of the Machine Shop. "He's a real Morse fighter and deserves the support of the whole yard. The boys will get their money's worth, believe me. The lad has the wickedest punch I ever saw on a fighter his size."

Manager Jack predicted Hepburn would put away Tommy Tobin of Wallabout in the third at their ten-round match March 19 at the Woodhaven Sporting Club. With a win to his credit, Byers will go after matches with Willie Spencer, Frankie Fay and some other top-notchers.

This is Hepburn's first start in this section, although he comes with some great matches to his credit in Quincy and Fall River, Mass., where he is known as the "Little Iron Man."

Jack Byers is also manager of Tommy McGown, known to the Morse fans as a fast lightweight.

Another Morse boy who is coming along is Young Kramer of the Pipe Shop, who on January 25 defeated Ben Schoten at Poughkeepsie. The *Brooklyn Standard Union* said: "Kramer was the master from the first to the last gong, almost stopping his opponent in the third round." Kramer is seen in action at almost all of our Association meetings.

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Baseball Dope

THE Apprentices will furnish the baseball thrills for the Morse yard this season, while a number of former yard players will shine with various semi-professional teams.

The boys in the apprentice school have voted to go in strong for baseball. They have secured from the Association the loan of the baseball equipment and uniforms. A number of star players are in the group and they will compete with teams of like calibre. Charles Ambriano, Machine Shop apprentice, is manager, and other teams are invited to communicate with him, addressing his home, 271 Twentieth Street, Brooklyn.

Hen Crist will again embark on a managerial career, directing the destinies of the Howards, a strong Brooklyn aggregation, as well as cavorting in the outfield. He has signed Eddie Reimann, former Morse infielder, to play short, and says he will have as strong a team as when he managed Newport News in the Virginia League.

Pete Grant, our star second baseman, will again manage the Ivanhoes whom he piloted with great success last year.

William Buckley, who played centerfield here, will play this year with the Rochester International League.

Mike "Bunny" Dwyer, another star who has been working at the Waldorf Astoria this winter, will again go west to play with Des Moines.

Relief Work Is Urgent

WITH the greatly decreased number of men working in the yard and the apparent increase in the number of applications for relief, the Relief Committee of the Employees Association is finding difficulty in meeting the demands made upon it in the present situation.

The following donations have been made since the report in last month's DIAL:

Collection week of January 25:

No. 3377, Sheet Metal Workers' helper, (second donation) out of work since the early part of October 1920 suffering from tuberculosis, is in serious condition; wife also in ill health.

No. 30316 Laborer, had pneumonia, in hospital two weeks, sole support of wife and mother, lost time in summer on account of injury to his arm.

No. 2061 Chain Gang, had pneumonia, in hospital three weeks, out of work seven weeks.

Collection of February 8:

No. 20987 Riveter (second donation) operated upon for appendicitis, married, out of work since July 1920.

No. 346 Outside Machinist, ill for month, wife died leaving two young children, home broken up, children separated.

No. 4031 Outside Machinists' helper, (second donation), injured arm in September 1920, sole support of mother, still unfit for work.

Collection of February 15:

No. 21519 Shipfitter, home ill with grippe seven weeks, sole support of wife and family.

No. 21618 Shipfitter, operation for appendicitis, confined in hospital, out of work two months.

No. 6663 Carpenter (third donation) injured first week of February 1920. over year ago, sole support of wife and seven children. Died after operation for gall stones.

Collection of February 22:

No. 445 Outside Machinist, out of work since November 1920, suffering from rheumatism, still unfit for work, sole support of wife and two small children.

No. 21505 Shipfitter, injured in November 1920, still unable to work, sole support of wife and two young children.

Collection of March 1:

No. 486 Outside Machinist, suffering from tuberculosis, confined in sanitarium, will be unfit for work for long time. Wife also ill but trying hard to earn money.

No. 30622 Laborer, had pneumonia, out of work for two months, had little steady work for several weeks previous to illness.

No. 10700 Laborer (second donation) out of work since December 1920, two operations, wife and four children dependent.

No. 6529 Carpenter, operation for appendicitis, out of work six weeks, has wife and two small children, had little work several weeks previous to illness.

Collection of March 15:

No. 4495 Plumbers' helper, out of work over a month suffering from tuberculosis, now in country, will not be able to work for several months.

No. 23124 Pipe Coverers' helper, home ill for month, sole support of wife and four small children, will not be able to work for some time.

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Frankie Fay, a favorite with the Morse fans, outpointed Charlie Goodman in a ten-round star bout at the National Sporting Club on March 10. Several Morse fans witnessed the bout.

Editor's Mailbag

To the Editor of THE DIAL,

Dear Sir: I would like to send in a word or so regarding the January meeting of the Employees Association, first to thank Mr. Bresnan for his kind thought of the girls in suggesting another theatre party, and secondly to clear up the idea conveyed to the men at the meeting, that the girls are indebted to the Association for the last affair, and could not have another without having the Association spend more money than the girls give in during the year.

At the time of the last party there were sixty girls in the office, members of the Association. Each girl giving five cents a week for fifty-two weeks, would total $156 for the year. There were exactly fifty tickets bought by the Association for $2.20 a piece, totalling $110. According to this there is still a balance of $46 put into the Association treasury by the girls last year, and it hardly looks to me that there is any chance that the Association would be in " position of paying the girls to belong to the Association." Just a few facts to let the men know that the girls always have done their part, and appreciate any courtesies shown them by their fellow members in the majority.

"One of the Girls—
a member of the Association."

Editor's Note:—We are sorry that the writer of this letter did not sign her name. We would not have printed it had she requested us not to, for it is an editorial policy not to violate a confidence. But knowing the writer sometimes makes it easy to clear up a misunderstanding personally.

We are told that those who spoke against the theatre party proposal, referred to in the letter, do not oppose, instead, heartily favor one theatre party a year for the girls of the Association. But the proposal at the January meeting came after a lapse of less than six months from the theatre party given the girls in September, 1920, and it is pointed out that such an expenditure twice within the year totals more than the girls pay as dues into the Association.

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New Assistant Editor

DON. RECORD recently became Assistant Editor of THE DIAL, succeeding Frank Poeton who filled that position for a brief time. Mr. Record comes fresh from the newspaper game, having been employed as copy editor on the *Evening Post* in Worcester, Mass. His special qualification is an ability to write well just the kind of stuff we want to get into THE DIAL and we are sure that he is going to help materially in aiding us to maintain the high standard that the publication has continued to hold since it began. We ask for Mr. Record the hearty co-operation that is characteristic of the Morse organization.

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Mrs. Samuel Larsen of 74 Lafayette Avenue, Brooklyn, sends the following letter to the Relief Committee: "I am writing to thank you for the money you gave me. I was all upset when you were here and do not know whether I thanked you or not."

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On March 9, Gunboat Smith was knocked out by Al Roberts of Staten Island in the tenth round at the Commonwealth Club.

Election Interest Grows

FIRES under the political pot are warming up. With the nomination of the various candidates for office completed, the Employees Association election promises to be decidedly warm and interesting.

By the time this issue of THE DIAL is in the hands of its readers the candidates will have been chosen and the pre-election campaigning will be well under way. A clean lively campaign is looked for with all parties boosting for the best interests of the Association for the coming year.

The new plan going into effect this year by which eight departments choose their Directors and Conference Board members at the annual election makes the event of even greater importance than usual.

The eight departments electing this year are: 1. Carpenters, Joiners, Painters and Wood Caulkers; 2. Outside Machinists; 3. Inside Machinists; 4. Pipefitters; 5. Blacksmiths; 6. Riggers and Dry Dock Hands; 7. Coppersmiths, Plumbers, Pipe Coverers; 8. Boiler Makers.

When we went to press many rumors were current regarding possible candidates, dark horses predicted likely of nomination, and a general uncertainty prevailing upon the outcome.

According to "inside dope", the candidates to be nominated at the annual meeting would be Joseph McGuirk of the Hull Department and Charles Pearson of the Outside Machinists, for president; William Burke of the Carpenters, Frankie Mack of the Sheet Metal Workers, and Joseph Frank of the Dock Hands, for vice-president; and an effort would be made it was said, to have Edward Hannavin and Mortimer W. Mead unanimously renominated for secretary and treasurer respectively.

Belief that these men would be the active candidates was considered no surety, however, that dark horses would not spring up at the annual meeting. Rumor in various quarters had it that at least one other department would name a candidate, and it was considered not at all unlikely that last minute changes might upset the dope pot.

On the matter of President McGuirk running for a third term, Al Simondinger reported that a primary was held in the Hull Department to decide who should be the choice there among the many names suggested. The result, he said, was overwhelmingly in favor of Mr. McGuirk. "If anyone wants to know the reasons," says Al, "Tell 'em to see me."

The present dull spell in the working situation, while putting somewhat of a damper on the preliminary gunning for the election, is not expected to affect seriously the event itself.

The expected early return of the shipping situation to normal and the importance of the Association to Morse men is sufficient reason for carrying the election through with flying colors to a successful finish and the selection of the best officers to lead the organization through the year ahead.

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The mother of Hugh Robinson, Shipfitters' Helper, 118 Tenth Street, Brooklyn, sends the following letter of appreciation for the floral piece sent by the Employees Association: "The family of Mrs. Robinson acknowledges with grateful appreciation the kind expression of your sympathy."

SIGNS OF SPRING

By Edwin E. Donnelly

"WELL!!-WHAT ARE YER WAITING FOR, C'MON GIVE US A LITTLE MILK — WILL YER"
"DON'T RUSH ME, CARLISLE. DON'T RUSH ME—"
RED HOT NOW SPENDS HIS WEEK-ENDS DOWN ON THE FARM AT CRANBERRY, N.J.
STEWARD
"WHAT WILL IT BE CHARLIE"
BAY RIDGE YACHT CLUB
"MAKE IT A LITTLE OF EVERY-THING THIS TIME — STEWARD"
CHARLIE FERGUSON
CHARLIE PEARSON
PUTTING IN A TOUCH DAY DOWN AT THE CLUB
E. DONNELLY
IN THE GOOD OLD SUMMER TIME —
"SAY- BOSS IS THIS A GAME OF GOLF, OR A WALKING RACE?"
R.R. PIPER OUR CASHIER AT HIS FAVORITE SPORT
SWAN BOAT RIDES
YES, I WANT TO BUY A SEASON TICKET FOR MY DAUGHTER AND MYSELF
"LET'S GO DADY"
L. LUNDMARK AND DAUGHTER INTEND TO SPEND A FEW DAYS ON THE LAKE AT PROSPECT PARK, THIS SEASON
MILLINERY
SPRING SALE
"O-I THINK THAT JAZZ GREEN HAT IS A DREAM DON'T YOU THINK SO PEG?"
TWO OF OUR PAY-ROLL GIRLS GIVING THE SPRING SALES THE ONCE-OVER
"THIS IS THE LIFE TA-TA-TA-TE-E-E-"
A.V. MILLER OVER-HAULING HIS BUICK FOR THE COMING SUMMER
"SAY- FALCONER CALL UP THE B.R.T. AND TELL THEM TO RESERVE ABOUT FOUR HUNDRED AND FIFTY TROLLEY-CAR TICKETS FOR ME —"
MISS JENSEN
MAKING UP HER LIST OF CONEY ISLAND TRIPS FOR THE CHILDREN OF THE POOR
HULL DEPT
"SAY IT WITH FLOWERS" THAT'S ME —
A SURE SIGN OF SPRING TOM CAVANAUGH LOOKING AFTER HIS "GARDEN OF ROSES"
"I WONDER WHERE THE WIFE COULD HAVE PUT MY GOLF CLUBS —!!"
H. BENNER GETTING READY FOR THE GOLF SEASON
BASE-BALL TICKETS
"THAT'S WHAT WE WANT, TWO SEASON TICKETS, AND MAKE IT QUICK LAD"
CRAWFORD AND McEWEN BUYING THEIR PASTE-BOARDS FOR 1921
LT. MYGRANT'S BUNGALOW
"JUST THINK OF IT BOYS— SLEEP TILL 9 BELLS, THEN GET UP AND GO FISHING — SWEET DADY—!!"
CHARLIE JENNINGS PLANING HIS VACATION ON MYGRANT'S FARM AT SAUGERTIES, N.Y.
"MARGIE, I'M ALWAYS —"
McQUAID OF THE EMPLOYMENT OFFICE, TAKING THE SPRING AIR ON HIS DAILY TRIP FROM RIDGEWOOD, N.J.
"WILL THAT BE ALL —"
FRANK'S FISHING EQUIPMENT
FRANK WITTMAN INTENDS TO CATCH A FEW OF THE BIG ONES DOWN AT BROAD CHANNEL IN A FEW WEEKS
"I WANT'ER HIRE A GOOD CAR THIS SUMMER FOR TWO WEEKS, I INTEND TO MAKE CHICAGO, FRISCO, AND MAYBE A RUN DOWN THROUGH MEXICO"
"SURE YER WANT A CAR BOSS— YER KNOW WE DON'T KEEP FLYING MACHINES HERE"
JACK BEYERS SETS THE PACE WHEN IT COMES TO AUTOMOBILING DURING VACATION.
"YEP- I'LL LIKE TO HAVE THE BOYS FROM THE OFFICE COME OUT SOME TIME, BUT I'M AFRAID THEY'D WRECK THE CAMP —"
"THOSE BIRDS DONT KNOW WHAT THEIR MISSING, BY NOT LIVING IN THE COUNTRY —"
HARRY REES AND TOM LYNCH BUILDING THEMSELVES A HOME IN LYNBROOK, L.I.
"WHAT ARE THEY SHOWING NOW MINERVA, A COMEDY OR A FIVE REEL FEATURE"
HOLDING THE FAMILY CLOTHES
TOM PLUNKETT, WIFE AND BABY TAKING IN THE MOVIES UP AT THE PEERLESS THEATRE
"WELL- I HOPE THE ROOF WON'T LEAK THIS YEAR"
ROCKAWAY POINT
JOE WILLIAMS OF THE CARPENTER SHOP GETTING HIS BUNGALOW IN SHAPE
DR. WYNN IS PLANING AN AUTO TRIP FOR HIS SUMMER VACATION
ROAD MAP
STATE OF NEW HAMPSHIRE
BOSTON BEANS
YES, WE HAVE NONE
EXTRAS
CIGARS
ROAD MAPS
"YES, YES GO ON —"
"YES, HE'S SO CUTE AND DOPEY LIKE YOU KNOW"
THE CASEY SISTERS ON THE TELEPHONE.
BANG, BANG
"I THINK THIS CAR IS SUPPOSED TO RUN, CAUSE THERE WERE WHEELS UNDT. WHEN I BOUGHT IT."
W. FILBERT, OF THE GARAGE, LOOKING INTO HIS BOILER.
OUT FOR AN AIRING ALONG 5TH AV BAY RIDGE ON A SAT. AFT.
REINHARDT
WOW... WO O-O-O
"HAPPY THOUGH MARRIED, THAT'S THE IDEA"
GENE KELLY
"ROCK-A-BY MY BABY"
"STEP OUT GENE, N STEP-OUT"
J. WELDON
GO
"PASS ALONG BRAVE MEN"
DA-DA-DA-DA
"THIS IS THE LIFE."
GUS FURST
"MERRILY WE ROLL ALONG, ROLL ALONG"
CLANCY
GEO KEENAN

Warm Praise For Morse Band

ONE of the most notable appearances of the Morse Band was made during the first week in February, in connection with the Boy Scout Jamboree in the 13th Regiment Armory in Brooklyn, and brought forth the following letter from the committee in charge of that great festivity:

"The Jamboree Committee of the Brooklyn Council extends to the Morse Dry Dock & Repair Company Band its heartiest thanks for your co-operation. We assure you that the musical program presented contributed greatly to the success of the pageant." The letter was signed by E. H. Marsh, chairman of the committee, and A. W. Beeny, director of the pageant.

Our band made its appearance on Saturday night, Feb. 5, the last night of the pageant. On this date an Indian episode was presented under the direction of Ralph Hubbard, known among the scouts as Black Hawk, and officially designated as Scout Commissioner, Boulder, Colo., and director of the Indian pageant at the International Jamboree. Mr. Hubbard is a son of the late Elbert Hubbard of East Aurora, N. Y., the famous writer who was lost aboard the *Lusitania*. Mr. Hubbard was very enthusiastic in his praise of the music furnished by the Morse Band. He stated that he had never heard such inspiring music played for his ghost dance which he gave in connection with his part of the program. He has danced this ghost dance before the crowned heads of Europe and before thousands of American audiences. He stated that the Morse band was worth more praise than it was within his ability to bestow and as a mark of his appreciation he presented to the band a Sacred Feather from the tribe of Indians he got his dance from. This feather, which is one of the most unique trophies the band has ever received, will be put on display in the trophy cabinet in the main entrance.

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Chips of The Old Blocks

HARRY Lyle, Harry Simpson and Tom Furlong were standing in front of the yard gate talking about the possibilities of going to work. Along came Jimmie Donovan who greeted them with "Hello, Fellers," at the same time digging out a nickel which he handed to one of them saying, "Go buy some peanuts for yourselves."

That started an argument. Harry Lyle wanted to buy lollypops, Harry Simpson wanted peanuts and Tom held out for chocolate drops. Harry Lyle had three cents which his mother had given him for going to the store and Harry Simpson had two cents, so the three went across the street and bought a Hershey bar. What? Gee, no, you don't know these guys! It's their daddies that you know. And each one a Morse rooter like his old man.

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Thomas Holland, a ship carpenter in the Morse yards for many years, died on the night of February 16, following a serious and long illness. Mr. Holland had many friends in the plant who will miss his genial personality. Two brothers, Patrick and Samuel, who work here as carpenters, are among those who survive him.

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Some people spend a lot of time regretting things that never happen.

Among Our Old Timers

Here Before The Big Blizzard

PIPEFITTING is a much more strenuous occupation in these days of high pressure and intricate machinery than it was when Patrick J. Carroll first went to work in the Morse yard, way back in 1886 or 1887.

"'Twas just before the big blizzard, 34 or 35 years ago, as I figure it, that I first fitted a pipe for Mr. Morse," said Mr. Carroll. "I joined on as a boy of eighteen."

And the broth of a boy Patrick must have been at eighteen, for at 54, with the six-foot three of him and breadth and thickness to match, he is sure one upstanding man that's imposing to look at.

Not so steadily has Patrick stuck to the Morse organization as most of the other old-timers whose careers have been made the subject of articles in THE DIAL, but this was because of conditions that governed the pipefitting trade in the olden days and not because Patrick wanted to roam. He always got back to Morse's and that's the principal thing.

"There were only a few of us pipefitters on the water front in those days," Patrick explains, "and we went from yard to yard according to where there were jobs to be done. And mighty often we had to stay on the job night and day until it was finished, so we would often get two or three weeks pay in one with the overtime and all.

"I could stand it in those days—not that I can't do as well as any man of them right now. Other conditions of work were more satisfactory then than now for they didn't crowd so many gangs together, so there was more room to work in the ships."

Patrick J. Carroll

Mr. Carroll was back on the job at Morse's during the two years' rush caused by the Spanish-American war and saw the great expansion of business that followed that period. The outfit grew rapidly from two small dry docks which could take care of ferrys, tugboats and sailing ships of moderate capacity, towards its present great dimensions.

Most all the big United States transports in service during the Cuban campaign came into this yard, Patrick recalls, and he himself did work on the *Logan, Kilpatrick, Sumner* and maybe one or two others.

Other interesting jobs on which he was engaged at various times and places included the fitting up of some of the most famous and palatial yachts of New York multi-millionaires, among them Morgan's *Corsair* and the Gould and Astor pleasure craft.

"One thing I appreciated every time I returned to the Morse yard was that Mr. Morse always noticed that I was back and would come and shake my hand and tell me he was glad to have me in the yard again."

Mr. Carroll's long experience, gained on thousands of vessels of every type and from every shipbuilding country, has brought him in late years the responsibilities of a snapper's position. Giant as he is in stature and possessing great strength, Patrick is all fixed up physically for that job. Patrick, popular as it is possible for any snapper to be, gets away with as much work by reason of the hearty co-operation given him by the men in his gangs. He leads them to it and stays with them. As a consequence Patrick has put over some of the biggest jobs that have come to the yard. For instance, he was in charge of the pipefitters who were at work on the *Huron* for six months and also served as snapper on the *Powhatan* during the whole period of seven months it was being converted into the *Cuba*. And speaking of these oil burners Mr. Carroll was moved to say that the introduction of oil burning machinery on so many ships had done more to boost the trade of the pipefitters than any other development of recent years.

Fond as Patrick is of talking about his work there is one thing he likes better to talk about, and that's his home at 401 19th Street, Brooklyn, where children and chickens are or have been the chief objects of interest next to the presiding genius, whose name is Mary. The children are now mostly all grown up, however.

"We are right near Prospect Park on the 'slope,'" says Patrick, "and we have the park on one side and the cemetery on the other. Sometimes we like the park best and sometimes the cemetery, but anyway the view is fine whichever way we look and it's healthy for the children and the chickens."

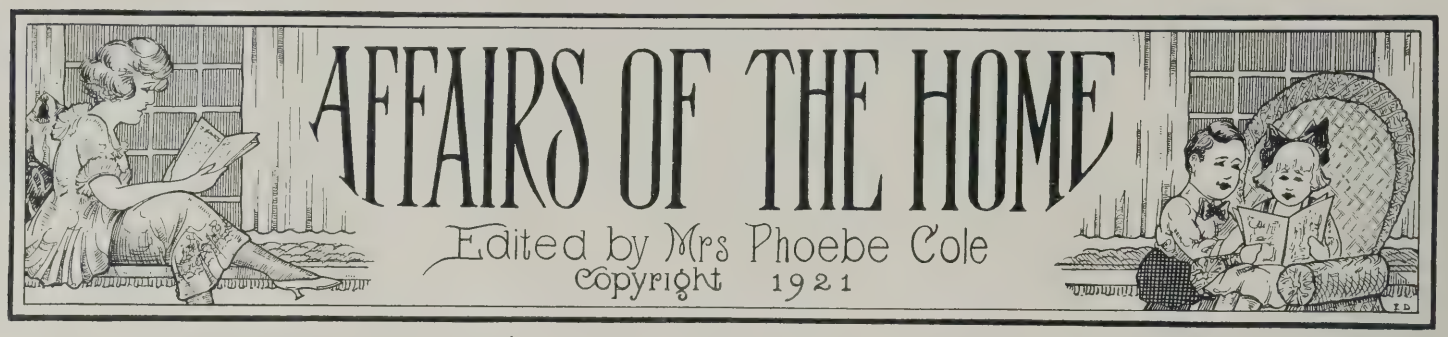
Morse's looms large in the Carroll family, two of Patrick's sons and a son-in-law being employed here. Martin is an outside machinist and Joseph is an improver in the same department. A third son, Thomas, is in school. Of the daughters, Esther is the wife of Walter Buell, a Morse chauffeur, Miss Jennie is employed in an insurance office and Miss Catherine is in school.

A Tip For Election

WE now have a new President of our good little U. S. He's a Republican but the Republicans alone didn't put him there. Some Democrats had something to say about it. Love of country came before love of political party.

This month we have our yard election. The Plate Shop has a candidate, the Burners have a candidate, there will probably be a Carpenter candidate, and several other departments will have candidates.

Now, if each department votes solidly for its department candidates there's going to be an undesired result. Why not dope out who is the best man, the same as the American voters did last November. Let the best man win. All set? Let's go!



A Dressing Up Party

A LITTLE nonsense now and then is good for everybody, and there isn't a person in the land who doesn't have fun out of that best kind of party on earth, the "dressing up" party.

Not dressing up in best clothes. Heaven forbid!

But dressing up in "Rube" clothes, clown clothes, and tacky clothes, any old clothes that can be collected, the more out of style the better,with a few wigs and fake moustaches thrown in, is a lark for everybody, and insures a jolly party from the first minute that the first guest arrives. There is never any ice to break at that kind of a party, whether it is a big club or lodge affair, or just a little informal gathering of six or eight couples.

Costumes need not be expensive. Let those at Palm Beach or Newport spend two or three hundred dollars apiece for gorgeous costumes to wear to their masquerades. They'll never know that there is ten times as much genuine fun and laughter where nobody spent over a quarter getting up a costume.

Rope, ravelled out, makes fine wigs or whiskers. A dab of putty applied to a nose alters it completely. Spectacles from the ten cent store, with the glass knocked out, help out. A generous make-up, a bum old hat out of the attic, and a few odds and ends that anybody can collect in his own home in half an hour's search, will make up as good a costume as anybody needs for a dressing up party.

Borrowing is not forbidden, of course, if your neighbor happens to have some special uniform or paraphernalia that would help out, but borrowed finery must be carefully used and returned in good condition.

Of course every man wants to be Charlie Chaplin, so the hostess must be firm and insist that at least some of the men assume other characters—policemen, Chinamen, soldiers, sailors, hicks, clowns, Ku Klux Klan, Indian chiefs, Bolsheviki (for one night only), tramps, pirates, cowboys, minstrels, etc. Of course some man will dress like a woman and make the biggest hit of all.

For the girls and women, there are countless possibilities. It's lots more trouble and expense to get up pretty costumes than funny ones, but some girls are too vain to be willing to look funny. They just must look pretty or die. Well, then, let them look like Mary Pickford or Theda Bara or a Mack Sennett girl—if they can.

But the girl or woman who gets up a funny costume, at little or no expense, gets more laughs and has more fun.

Old Mother Hubbard, a witch, a Japanese lady, an Indian maid (with a dark blanket around her, braids and a lot of beads), an Esquimaux girl (if anybody has a fur rug or a chauffeur's fur coat to lend, a hula-hula girl (with rope skirts), little Red Riding Hood, a country school kid, with pig tails and a slate and dinner pail, a Spanish beauty (with lace shawl and high comb), a vamp, a tom-boy, a Quaker maid, Topsy or a colored "mammy," a Merry Widow, and countless other such characters may be easily costumed without having to buy anything.

Don't attempt too elaborate or perfect an effect. Merely to change your ordinary appearance and suggest some character part is enough. For instance, a baby costume is easily achieved with—hush!—a pretty nightie tucked up around the waist with a wide sash, curls and a bonnet, white stockings, slippers and a doll. Pink or blue socks may be worn over the white stockings to give the effect of baby's socks.

But just a plain tacky or "Rube" party creates as much fun as most folks can stand in one evening, and all those who have not had a good laugh lately should by all means get one up right away.

"Dressing up" parties for children are just as successful as for adults. Try it for the youngster's next party.

Employment Wanted!

The housewife has no occupation,
According to the census taker!
'Twould seem impossible to break her
Of making life one long vacation
Of sweeping, sewing, dusting, baking;
Of bed and bread and pudding making;
Of feeding men and kids and chickens,
And working all day like the dickens,
To rise next morn at four A.M.
And do the same thing o'er again.
It seems the duty of the nation
To give the housewife occupation.

R.E.Alexander in Country Gentleman

Women's Ways

Some women seem to think they're mighty fine wives if they can say in the fall, "I've got two hundred quarts of fruit put up and ninety-eight glasses of jelly," even if they have kept themselves so tired out with canning all summer that they haven't given poor old Hubby more than one decent word a week.

The coquette doesn't deserve the peaceful fate of a spinster. She ought to marry a lazy man and be compelled to do washing.

Accidents will happen and a girl might as well get used to having her heart broken once in a while.

Some spinsters do not believe in taxing bachelors; they believe in nailing them.

The wife who chases her husband with a poker rules him with a rod of iron.

Woman's inconsistency is the greatest of her charms.

Getting All the Value from Vegetables

AMERICAN housewives are notoriously wasteful about one thing, that is, throwing away the water in which vegetables have been cooked. After any vegetable has been boiled some of its best properties, which food specialists call the salts, have been boiled out of the vegetable and are now in the water. Don't throw this down the sink!

For instance—have you ever noticed how delicious the gravy of a pot roast is, if potatoes have been boiled with the meat? That delicious flavor has been imparted by the potato. Therefore, even though you are planning to serve mashed potatoes, you can save this rich, flavorous water in which the potatoes were boiled and put some of it into your gravy, some into the soup kettle. The same is true of spinach water, which is very rich in iron and therefore especially good for growing children.

After vegetables, such as peas or beans, have been served at the table, and all the solid vegetable used, save any of the precious juices that remain in the dish. Children need all the green vegetables, and all the vegetable juices, which you can get them to take, to aid them in furnishing bone and teeth material. Milk is also important in the diet of children up to at least fifteen years, as milk gives materials that they need to cut strong teeth.

Kitchen Kinks

Keeping thinly sliced bacon from overcooking and burning is often difficult, especially if the one who is frying it is rushing around setting the breakfast table and attending to other breakfast cooking. One woman has discovered that she can cook bacon perfectly in the oven, along with the muffins or toast, and not have to watch it so closely.

Scrubbing brushes should always be hung up when not in use, so that the water will have a chance to drain from them, and the bristles will keep stiff.

Bees-wax and salt used as a polish for flatirons will keep them smooth and prevent them from sticking to the material when ironing starched articles.

A good method of washing windows is to use two or three pieces of lump starch dissolved in the water. Let it dry and polish with a dry cloth.

Liquid ammonia is invaluable for washing silver, softening bath-water, and producing a good lather when washing woolens.

If a brick is used for an iron-stand the iron will hold its heat much longer than if an ordinary stand is used.

Never store jam on a top shelf, for hot air rises and heat may cause fermentation.

Equal parts of lard and mustard make a very soothing ointment for chilblains.

A little salt added to coffee improves the flavor wonderfully.

Warbling Vaudeville

GEORGE DREW, master of ceremonies, offered a fine bill of vaudeville for entertainment at the monthly meeting of the Employees Association, February 23.

In the first act, entitled Fred Norbeck and Louise Mayo Song Revue, Miss Mayo played the piano and assisted her partner with the following songs: "What Are You Going to Do When They Stop the Jazz?", "Darktown Dancing School," and a song of Mr. Norbeck's own composition about a "desperate" poker game in which the player was fooled by "a cursed Ace of Hearts."

Mr. Norbeck also gave some excellent character song impersonations of the various nationalities he came in contact with while serving in "Uncle Sam's" army. His Swiss yodeling number was roundly applauded.

Following came Miss Ysobel Gray, a "Jazz and Blues Artist," accompanied by Earl Stanley at the piano. Miss Gray sang "Sweet Papa" and "Margie", with both numbers elaborated upon by a "mean shimmy". When encored she repeated the latter song and President McGuirk led the assemblage in the chorus.

Young Harry Hanson, son of one of our employees, sang a few popular songs and was given a big hand.

Clancy's jass artists furnished excellent music throughout the evening.

—o—

Firefoam Plant Installed

During the past month additional fire fighting equipment has been installed in the Morse yard. A complete firefoam plant with six outside connections is now ready to help smother the fiercest blaze.

A special building to house the two big chemical tanks has been constructed at the northwest corner of the Plate Shop.

From this building, which also serves as a pump house, six pipes lead out from each tank. One set goes outside the station, a second goes to the Boiler Room, while four sets lead down Pier 3 between the two dry docks.

The connections and hose are 1½ inches in diameter to the point where five feet from the nozzle a Siamese connection is effected which allows the chemicals to mix through five feet of hose 2½ inches in diameter before the composition is squirted as liquid foam upon the fire.

The material attains a volume six times its original capacity and is very effective, being especially designed to smother oil fires.

—o—

In order to facilitate the trucking situation, as well as to economize, all foremen and snappers are urged to notify Mr. Foley in the Traffic Department as early as possible of material going to ships or truck requirements. This is important, for many times it will save special trips to the same points, and both time and overhead will be conserved.

—o—

Three United States revenue officers were detailed to the Morse plant from February 28 to March 3, inclusive, to assist the workmen in making out their income tax returns. The officers were on duty all day answering questions and taking the applications, thus making the task much easier for the Morse employees.

Health Suggestions

HEALTH is of vital importance to the workman. Every precaution must be taken against accident and sickness, if he would do justice to himself and to those dependent upon him. Following are the rules for prevention, simple, yet vitally important.

To prevent accidents: Look out for danger.

Guard dangerous machinery and places.

Abolish dangerous practices.

Keep the premises clean inside and outside; put things where they belong; see that "screws do not work loose."

Take immediate care of minor injuries and keep it up until they are healed; go to the dressing station immediately; a dressing in time may save a hand or an eye.

Watch out for the careless person; he may hurt himself and others; a fire at the foot of the basement stairs may wreck the factory; and cause death or injury to the workers.

Very much like these are the rules for the prevention of sickness: Find the sickness early.

Hedge about infection by quarantine and the details thereof.

Discontinue unhealthy habits.

Keep the body clean,—mouth and digestive tract as well as skin and fingers; see that you do not cough and sneeze into your neighbor's air; keep teeth and digestion in good order.

Take care of colds, sore throats and headaches when you get them; a visit to the doctor or dispensary in time may save a sickness.

Look out for the person who cares for nobody, not even himself; a workman with flu may send his fellow workers home sick and close the shop.

—o—

The Yard Restaurant

IN spite of the falling off of attendance at the yard restaurant, due to the smaller number of men working in the yard, the patronage is exceedingly large, under the circumstances. This is a high tribute to the fine meals served there. Evidently the men appreciate the chance to get a big meal, excellent food, and at a reasonable price. Others will go far to beat the yard restaurant, and it is predicted that with the return of better business conditions, the room will be taxed to its capacity.

—o—

MORSE men who worked on the *Princess Matoika* when she was repaired here recently, read with interest newspaper reports to the effect that she hit an iceberg on her way across the Atlantic and was delayed seven hours by a smashed steering geer. In later reports, however, her captain denied the story. He said she ran into an ice mush pack and quietly laid to for seven hours, then started her engines and drew out of the pack without injury.

—o—

Mrs. Joseph Eagleston of 415 Forty-sixth Street, Brooklyn, sends the following letter of appreciation to the Relief Committee: "Kindly accept my thanks for your recent contribution to my father, Alfred N. Eagleston. I wish your employees health and prosperity."

—o—

Who loses through accidents?

Doesn't Forget the Boys

FRANK BATES, a former employee in the Morse yard and now a farmer in Moscow, Pa., R. D. 3, writes to subscribe to THE DIAL and says he has not forgotten the boys in the yard.

"Had I known that I could have had THE DIAL without working in the yard," he writes, "I would have been willing to pay twice what you ask for it. I sure have missed it and don't intend to be without it from now on, you bet. Tell the boys if any of them go farming to be sure and have THE DRY DOCK DIAL sent to them, so they can have a little good reading after their chores are done.

"Believe me, I have lots to do. I have been timbering mostly this winter, ties, props and cord wood. I had two thousand bushels of apples and have about three hundred to sell yet, so you see I have been pretty busy. I have sent to town for some films for my camera this afternoon, so will send you some snapshots.

"Call me a sod-buster, apple-knocker, or hayriker if you want to, but I should worry. Give the boys my best wishes and tell them 'Bates, The Farmer' was asking for them. Get them hot! Holder-on, hold them up! Riveter, knock 'em down! Whee, I'll say this farm life beats all."

—o—

Constitution Amended

BY the amendments to the Employees Association constitution passed at the February meeting of the Association, hereafter the Directors and Conference Board members will be elected at the regular yearly election of the Association, instead of at special meetings as heretofore.

Under the new plan, the departments to elect new Directors and Conference Board members will nominate their own candidates in open meeting, and at the regular election of officers these departments will have a supplementary ballot for voting on their candidates.

It is believed that the change will make for a fairer and more representative election, because many men formerly absent or working on outside jobs will be present at the annual meeting.

—o—

Mrs. Frank Young of 837 Fifty-fifth Street, Brooklyn, sends the following letter of appreciation to the Employees Association: "Gentlemen, I acknowledge with thanks your kind assistance to me. I beg to state that I was sorely in need of financial assistance due to the illness of my husband for four weeks. I do not know how to express my thanks and appreciation for your generosity for which I am more than pleased and thankful."

—o—

All departments which furnish boots to their men, including the Air Tool Room, the Hull Department, the Pipe Shop and the Laborers, have been notified to report the supply on hand to H. C. Thompson in the General Storeroom. In the future it will be necessary to return old boots for new to the General Storekeeper.

—o—

FOUND—Several bunches of keys. May be identified by calling at the Employment Office.

—o—

Read something useful every day.

Mount Clay Rescues Crew

MOST every one who worked on the *S. S. Mount Clay* will remember Capt. Malman and will therefore be interested in learning of his rescue of thirty seven men of the crew of the Lloyd Belge steamship *Bombardier*, off the coast of Newfoundland during the early part of February. The *Bombardier*, a freighter, was bound from New York to Antwerp. The *Mount Clay* was on her way back to New York from Hamburg. Stormy weather was responsible for the plight of the *Bombardier* which was badly abused.

The *Mount Clay* carried 2,700 creatures of the wilds, brought by Louis Ruhe of New York from Hamburg. The natural history aggregation was taken to Woodside, Queens.

It included specimens from every continent. There were 2,600 canaries, four polar bears, hyena-dogs, hyenas, monkeys, baboons, kangaroos, birds of paradise, all collected by Mr. Ruhe's European representatives, Hamburg being a great center for the wild animal trade in which Mr. Ruhe is engaged as a broker.

—o—

Editor's Mailbag

Feb. 10, 1921

Editor, The Morse Dry Dock DIAL.

My dear Mr. Barnes: I cannot permit this opportunity to pass without expressing my appreciation of the part THE DIAL has played in my life as an employee of the Morse Dry Dock Company.

Publicity is recognized as the life of all things American, and the aid given by you and your courteous staff has aided the Employees Association a thousand fold.

During my incumbency in the office of vice-president of the Association, I have always found a willing hand in your office. Your fair treatment of the candidates during the recent election is a credit to modern journalism.

As an editor of a magazine which molds the lives of thousands, your position is that of a guardian. The printed word was the dawn of civilization, and your paragraphs have been a guiding spirit in the daily lives of the workers in the yard.

The arrival of THE DIAL is heralded with much delight, and personal delight. The pages bring back many fond memories which add a ray of joy to my daily life.

With a parting farewell, I hail you as a worthy apostle of Horace Greeley, ever ready to lend your aid to the cause of human kind.

With sincere appreciation of your work, I am

Yours in gratitude,
Joseph P. Quinn,
4360 Park Avenue,
Bronx, N. Y. C.

—o—

A special feature at an early monthly meeting of the Association is promised in a vaudeville skit by Charles Labdon, Burning Department, and Jerry Galligan, Machine Shop. These black-face instrumental comedians are now rehearsing their act and, after trying it out "on the boys," they plan to work clubs in the city and then go on a regular vaudeville circuit. Charley is rated as a professional for he has been in the vaudeville game before.

EVERY day when I start the old lathe, thoughts come to my mind of guys I useta know in the old days. One guy had done several bits because he couldn't keep his hooks offa things that didn't belong to him. He was a tough customer but still ya could trust him because he wouldn't lie—even when it would have saved him a long stretch in the Big House.

Then I think of other guys I know who think truth is only a matter of words. Sure, son, ya kin *act* a lie as well as *tell* one. Ya kin put a lie on your time ticket —ya kin put a lie in your day's work—and each lie is a theft. The guy who stalls only ten minutes a day and charges it up to some job is acting a lie. Ten minutes a day for a working year makes 3000 minutes or 50 days. How one little lie can grow!

Every lie told or acted has its come back, and its author not only can't be square with others but can't even be on the level with himself.

The guy who doesn't put a lie in his day's work doesn't hafta give his conscience a Saturday night bath.

Saved Child's Life

ROBERT WALSH, chauffeur in the Traffic Department, witnessed an accident while on his way home from the yard on February 19 and his quickness of action probably saved the life of five-year-old Isabelle Sheridan, daughter of Mrs. John Sheridan, 635 Sixty-first Street. The child was hit by an automobile driven by Mrs. Julia Wilson of 161 Eighty-fifth Street, who was so agitated by the accident that she was helpless. Walsh replaced her at the wheel and rushed the child to the Norwegian Hospital. The child's father, Policeman John P. Sheridan, was killed by an automobile a few days previous to the accident to the little girl.

—o—

John M. Harkins writes to THE DIAL: "Please thank the Relief Committee very kindly for me for the money they sent which proved to be a God-send. We should all remember that many can help one but one cannot help many and I think that the Committee is doing a great work."

—o—

Fellow employees extend sympathy to Hugh Robinson, Hull Department, No. 21516, of 11 East 10th Street, Brooklyn, whose mother died March 3.

Excellent Life Boat Equipment

IN connection with the work we did on the *S.S. Princess Matoika* and which was made the subject of a more extended article in the last issue of THE DIAL, important changes were made in the installation of life boats and davits which were not mentioned in our previous article.

Due to the enormous increase of passenger carrying capacity it was found that the original installation of life boats and davits was insufficient and a complete new equipment was installed under the superintendency of E. C. Bayles, inspector on Mr. Hallock's staff.

The old round bar davits were found too low on account of two boats being placed under each set of davits, where before there was but a single boat. Each of these davits was taken to the Blacksmith Shop and under charge of Charles Small, blacksmith foreman, an addition of 48 inches in length was welded into the old davits.

The strength of the perfect welds that were made was proven at the time the U. S. Local Inspectors tested the davits with the life boats fully loaded.

The new installation of life boats consisted of the following:

11—28 ft. 60 person Lundin, 4— 26 ft. 50 person Brodie, 21—26 ft. 40 person Standard Life Boats, 2—25 ft. 40 person Anglehardt, 2—19 ft. 26 person Anglehardt, 2—20 ft. 20 person Standard Life Boats, 1—24 ft. 28 person Motor Boat.

This provides a total capacity of 43 boats capable of carrying 1900 persons. In addition there were also fitted 4—24 person, 4—18 person and 21—16 person life rafts of the Catamoran type. These rafts were not placed under davits but were lashed down in available spaces on the several decks.

—o—

Acknowledgments

Mr. George Keenan,
Conference Board,
Employees Association;

Dear Sir: On behalf of my father, sisters and brothers I wish to express our sincere thanks for the kindness bestowed by the Association and for the floral offering sent my sister.

Yours very truly,
Walter O'Brien,
1032 Bedford Ave., B'klyn.

———

Employees Association,

My dear friends: I wish to return my sincere thanks for your kind thought of sympathy in our terrible bereavement of my dearly beloved husband, and I wish to return deepest gratitude from self and little youngsters.

I would be very glad if some of the men who were working with my dear husband could come down some evening if it were convenient for them, as I really don't know full facts of his death yet. God bless you all and keep us all from sudden death.

Sincerely,
Mrs. W. Colgan,
315 46th Street,
Brooklyn.

———

Employees Association,

Gentlemen: Our heartiest appreciation to the members of the Employees Association for the sympathetic feeling shown in our late bereavement.

Mrs. Thomas J. Holland and Family.

Series of House Parties Planned

MEMBERS of the Pay Roll Department gathered at the home of Miss A. Badger on the night of Jan. 29 and spent such a delightful evening that other parties of the kind were immediately planned. On Feb. 21 Herman Kohler entertained his co-workers at his home in Yonkers and we are informed that a series of similar parties is proposed.

Miss Badger initiated the plan in a very splendid manner, proving herself a charming and clever hostess. Much to the delight of her guests she had decorated her home most beautifully, being assisted in this by Miss Amlick, and upon entering the house each guest received a small kewpie doll and a paper hat as favors.

Entertainment was furnished by Mr. Dean and Mr. Dawson whose banjos were made to put forth real jazz, Miss Brath who presided at the piano, and Miss Amlick who rendered vocal selections, among which was "Your Eyes Have Told Me So."

Mr. Wilson and Miss Earle gave an exhibition dance which scored a big hit, after which dancing was enjoyed by all. Those present were Misses Anna Brath, Harriet Amlick, Margaret Earle, Margaret Dolan, Betty Gloeckler, Louise Rohrs, Irene McMahon, Anna Badger, Fred Dean, Herman Kohler, Edward Dawson, John Wilson, Dan O'Connell, Eugene McNiff and James Hageman.

—o—

Smile

If a smile can be worth a million for Schwab, and a quarter million dollars for Douglas Fairbanks and Wallace Reid, it is only worth while developing this asset in your face.—*Spirit.*

—o—

More About Smiles

Ill-temper is always ill-timed and illogical, so smile.

Sneers scar, smiles heal.

An inch of smile is better than a yard of frown.

Nothing is so catching as a smile—try it on the next person you meet.

Life without laughter is a dreary blank.

"A smile oils life's bearings."—*Forbes Magazine* (N.Y.).

—o—

Tell Us So

If your department is the best
Tell us so,
If you'd have it lead the rest
Help it grow,
When there's any news in sight
Take your pen and paper—write,
We'll appreciate your mite
Don't you know.

If you're tired giving knocks
Change your style
Send bouquets instead of rocks
For awhile
Let the other fellow roast—
Shun it as you would a ghost
Meet his banter with your boast
and your smile.

—o—

Hopeless

Sleep aids a woman's beauty,
Smoothing out each line and wrinkle;
But some would still be homely
Though they did a Rip Van Winkle.

—o—

It's not what you make,
It's not what you spend;
It's what you save
That counts in the end.

According to reports, Mr. Roamer of the Cost Department is on speaking terms with the judge in the Traffic Court, where his honor said, "Ten dollars."

Betty Gloeckler of the Payroll Department is a very popular lady these days. Perhaps it is that green hat that does it.

Scientists claim people who laugh hysterically are liable to fall victim to the sleeping sickness. Marian Hayes please take note.

All the frowns have vanished. The Office Girls have paid their income taxes, so the smiles are back for another year.

Miss Grace Bagger has resigned as assistant to Miss Jensen on the Hospital Staff. Rumor has it that she is going to wed a man with a horse and carriage.

Mrs. Fawsett of the Record Department has been absent from her duties undergoing an operation and her friends extend their sympathy.

Bill Reinhardt, Paymaster, is rejoicing over the appearance of two molar teeth in the mouth of his baby son, William, Jr. Dr. Wynne claims it is marvelous how these babies cut such big teeth so young.

Lieut. W. S. Mygrant, leader of the Morse Dry Dock & Repair Company Band, has offered his services to the Brooklyn Boy Scouts one night each week to train the proposed Scout Band. A fund has been started to equip and train the Scouts and with such a leader as Lieut. Mygrant, prospects for a successful organization are bright.

Latest news from the Employment Office is to the effect that Lieutenant Mygrant and Dr. Wynne were going to stage a buckwheat cake eating contest. Both claim the championship.

Joe Lowe is not going to manage any more baseball teams. He says it's too expensive.

Henry Riccardo of the Employment Office will again appear in the uniform of the Sabine A. C. Baseball Club the coming season. Clancy says Henry is some flycatcher.

Patsy, the porter assigned to the Paymaster's and Employment Offices, is looking after the new kittens that his mascot presented to him.

The Cost and Billing Departments were consolidated on February 28, under the supervision of Mr. H. Rees and located in rooms 113 and 114. J. J. Brady, former head of the Billing Department has been assigned to special work for the Auditor.

If you do not own an auto, acquire a friend with one, eh! Miss Remsen?

Dorothy Gatje has the "wave" habit. Every week she gets a beautiful "marcel."

It is reported that Frances Daley was seen shopping on the East Side. Oui! Such bargains.

Miss Travers received a pretty valentine recently. She won't tell who it was from, but we can't be arrested for thinking.

We understand Miss Travers has received a gift of a vanity case, but hasn't shown it.

Frank Wittman has found an apartment in Bay Ridge and now doesn't have to get up so early in the morning.

Arthur Ratzel and Henry Immig of the Purchasing Department and James Thompson of the Disbursement Department have left the employ of the company.

Waitress at Yard Restaurant (reciting menu to Mr. Willis) "We have Fried Hamburg, Lamb Stew, Lamb Chops,——" Mr. Willis, "Any adenoids?" Waitress, "Yes. How will you have them?" Mr. Willis, "Out."

William J. Daley, purchasing agent for the company during the past six years, has resigned, and Earl B. Van Dyne has been appointed in his place. Mr. Van Dyne has had wide experience in the purchasing field, being formerly with the New York Air Brake Company and the Bosch Magneto Company of Springfield, Mass. He is happily married and the proud father of a three year old boy. We bespeak for him welcome to the Morse organization and the co-operation of all here.

Underwent Several Operations

EVERYBODY in the plant knows Edward L. Traynor who was employed on Mr. Hallock's staff as an inspector and we are glad to announce that Mr. Traynor will soon join us again after his long and trying experience following a motorcycle accident in which he was very seriously injured.

Mr. Traynor has had to undergo several operations due to no less than five broken bones in one leg as a result of the accident which occurred one evening on the streets of Brooklyn. A very unique bone grafting operation was performed and Mr. Traynor is now able to get about on crutches and will soon be ready to return to his employment in the yard.

Edward L. Traynor

Famous sayings: "I hear you calling me," James Campbell.

For sale—Imported cigars at wholesale prices. See Ben DeBar, Inside Machinists.

Signs of Summer, boys, Skip Hayes and Geo. Loshen of the Pipe Shop are both working *soap* these days.

Jim McCandlish of Boring Mill fame worked three night's *soap* and bought a new work cap.

Peter Forti, draftsman's apprentice, who fell down the hatch on the *El Occidental*, is now back in the office.

Michael Doody of the Burning Department says if things don't pick up, he is going into the wet wash business.

Jim Powers, the helper in the Machine Shop Gallery, says he is glad to be back with the boys again as his bankroll was getting thin.

Gustav Ericson, Inside Machinist, says he is fixed for shoes for a few years. He brought a pair from Sweden with a wooden sole three-quarters of an inch thick.

James MacFarlane says if we change the administration of the yard at the next election we will get more work. Wonder who Mac has in mind.

H. C. Thompson, General Storekeeper, has added to his duties those of the Superintendent of Traffic and the Garage, succeeding James Doherty who has left the company.

C. Klaus of the Inside Machine Tool Room is noted for quick remarks. He was asked for a ½ inch drill and he handed out one, saying, "That's a long one. We've had it a long time."

James Miller, our own Jimmy of the Plate Shop, where he has served as a snapper for several years, has returned to work, after an absence of several months due to sickness. Welcome back, James. We're glad to see you looking so well.

A former Morse man returning during the past month is William Cairney, the new foreman of the Machine Shop. Since leaving here in 1914, he has been across to England on a visit and later has had full charge of the mechanical departments of other shipping concerns.

William Robbins, who has been foreman of the Machine Shop since 1904 and was before that foreman in a Wilmington yard, has resigned. He was well liked throughout the yard and he was always an important figure at our summer outings. William Ritchie, assistant foreman for the past three years, has also resigned.

William Dougherty of the Employment Office force has been assigned to outside work for the Employment Department.

Mr. McQuaid, Insurance Clerk, has moved from his Pacific Street boarding house to his home in Ridgewood, N. J., and is now a full-fledged commuter.

Yep! Bob Kane is back to work again and Chief Meyers is all smiles. What's the idea, Chief? Get out the ouija board, boys!

Al Simondinger has thrown his hat in the ring again this year in behalf of Joe McGuirk. Al will again be campaign manager and all around booster for his man.

Joe Lowe was explaining to the boys that his daughter weighed sixteen pounds at birth. Dr. Wynne says this is a fish story.

Al. Miller told Mahoney of the Carpenter Shop to take a couple of days off to get shaved, but Ed said, "Only once a month in these hard times."

Victor Nemeschek and Anthony Liparu of the Inside Machinists shake a wicked guitar. They perform quite often at Victor's house, and strange to say, he hasn't received notice to move yet.

Charles Pearson of the Outside Machinists sustained a couple of cuts over the eye when the mast of his sail boat gave way recently. The injury is not serious, however, and it is reported that he will be right on deck for the coming election.

Tom Roche left his job on the shaving chute in the Carpenter Shop to work in the lumber yard. He claims it is much easier handling lumber in shavings than in one piece.

The timekeeper receiving cards at the Carpenter Shop one morning found only two carpenters and two helpers working. He said if he had another helper it would have been a "full house."

Clancy of the Employment Office eats only one ham sandwich for lunch nowadays. No, it isn't because he is more thrifty, so much as it is because it is too great an effort to eat two, and besides his dentist won't let him.

A girl in the office sewed on a button for a young man in the yard, and the next day received the following statement with payment enclosed: 1. Holding down threads on starboard button removed and new ones installed as directed, $.05; 2. Starboard and port buttonholes overhauled and repaired as found necessary, $.03; 3. Dry docking & wharfage, $.02—$.10.

Wesley Jones, Machine Shop Clerk, has recently left the company.

John Brill of the Timekeepers Department has been transferred to the Laborer Department as assistant to Mr. Goerke.

Davy Lyle tried to borrow a file from Eddie Hannavin. He wanted to file off a few pivot teeth in his dental fixtures.

John Beverly of the Welding Department went into a restaurant and ordered chicken soup. The cute waitress wanted to be polite and remarked: "It looks like rain." "You mean the soup?" asked John.

George Coppola, William Knice, C. W. Olsen, John W. Graham, Murray Barysh and H. Gabrielson have entered apprenticeship in the yard, bringing the class to 37 members.

Joe Sambus of the Carpenter Shop says when he's busy he can't find time to eat and when times are slack he can't get anything to eat.

Bobby Walsh of the Pipe Shop and Harry Filbert of the Machine Shop have been transferred to their old positions as chauffeurs in the Traffic Department.

Pete Bresnan, Employees Association Director from the Carpenter Shop, has been transferred from the Garage to the Joiner Shop, where he first started with the company.

Richard Jones of the Burning Department bought a pair of tennis pants on one of the ships undergoing repairs. He had them cleaned and pressed, but forgot to have them fumigated. Now he is waiting for the ship to return.

Frank Wittman, custodian of the Fifty-fifth Street gate, in his hurry to move, packed up his alarm clock and was late for the first time since his assignment to the gate. He blamed it on the B. R. T.

Peter Gunning, formerly of the Bottle Gang, is back in the yard again. He says he graduated from a girls' summer school upstate last fall, but he won't show the papers.

Tom Smith, Sr., who has worked off and on for the company during the past ten years, has left to go into business for himself. He is known as an expert stair-builder, making a specialty of laying out and designing stairways on ships, and he will follow this work in his new business venture. While in the Morse yard he had been active in the Association and was twice a candidate for the presidency.

His son, Tom Smith, Jr., has returned to work here in the carpenter shop.

Your Protection

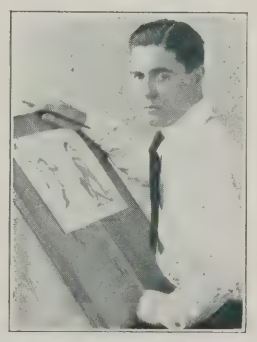
Is Their Protection

IN case of injury to you what will happen to your dependents who are looking to you for support? It may mean hardships and suffering for them during the time you are unable to work.

Safety is your security against danger. Always use every precaution for yourself and your fellow workman to avoid an accident. Do not make little of safety suggestions. If you do it may mean an injury to you some day.

Be cautious in your work. Make use of the devices that will guard you against accidents, as your safety will be your dependents' protection.

THIS safety cartoon and talk are from the pen of Edwin E. Donnelly, Dial Cartoonist, who knows the anguish and agony that come from accidents. He himself was severely burned about the hands and face while employed in the Burning Department. Take these safety lessons of Donnelly's to heart, they may save your life or some one else's life.
—Editor.



Ingenuity plus Skill

Saved two days time in straightening this rudder stock

Pictures by Morse Photographer

Another reason why Morse Service can and does save money to the shipowner.

Generally it takes from three to five days time to straighten a badly twisted rudder stock by the standard method. The stock has to be placed on a lathe and afterwards the arms have to be shrunk on again which process involves time and consequently expense to the shipowner.

In the instance pictured above the work was actually completed in twenty-four hours. Morse workmen, ever alert to new possibilities, completed the straightening through the use of kerosene torches and chain tackles.

The entire result met with the approval of Lloyd's inspector and the shipowner was saved a tidy sum.

Such service is identified with this concern in all details of ship repairing and reconstruction.

MORSE DRY DOCK & REPAIR CO.

Phone: Sunset 5100

BROOKLYN, N. Y.

Cable: Pyrosison, N. Y.

MOD

The MORSE DIAL

UNIVERSITY OF ILLINOIS LIBRARY
APR 26 1921

May, 1921

C.W. BAILEY

This Means Overtime, Too

By The Editor

IT'S precious.

What is precious? Time! Tick-tock. Two seconds are gone. They will never come back. And it is of those seconds that minutes, hours, days, years and lives are made. How many of those seconds do we toss to the winds as valueless? How many do we let grow into minutes and hours of waste?

Tempus fugit. Time flies. They say you can catch a bird if you put salt on his tail, but it takes real purpose, will power and industry to capture the flying seconds.

Abraham Lincoln as a youth worked at hard physical labor, chopping timber, splitting rails and poling a ferry boat. But in all his spare time he was studying. He carried a book to the fields with him for study during the rest periods. He read for long hours in the evening. While others were dreaming, or dissipating, he was making the moments count.

Whatever he did, he gave his best without stint, not loitering, not wishing quitting time would come. Gradually, by using those flying seconds, he prepared himself for greater service.

It was while riding on a bumpy train, a time when most people would have been gazing out the window, that he scribbled on a piece of wrapping paper that masterpiece of literature,—his Gettysburg address. Certainly then he was making the minutes count.

In our yard, time is trebly precious. To the worker each second is an opportunity to accomplish something vitally important in the world, a chance to improve and advance himself in his work. To the company it is an opportunity to accomplish the greatest possible results in work of such excellence as to merit the highest satisfaction of the ship owner. To the ship owner time saved in our yard is money earned and an incentive to future patronage.

Let every individual workman make the most of his time, capture the flying seconds, and we shall have a happier family, greater accomplishment and increased prosperity.

It's precious.

MORSE DRY DOCK DIAL

Vol. 4 May, 1921 No. 5

Building For The Future

WHATEVER helps to improve Morse service interests Morse workmen.

Most of us are familiar with the general activities going on within our gates. Yet, working as we are in one department, sometimes we do not realize or else we fail to appreciate activities of much interest in other departments.

Thus, *The Dial* from time to time is able to turn its searchlight upon some big deed accomplished or some activity carried on quietly and unostentatiously in our plant.

In these days of reconstruction we all know that knowledge and ability are going to play a big part.

And we are looking not only to the present, but also to the future. We would not stand still. Therefore we must grow and improve. That has been the policy of this company which has made possible this great plant with its vast equipment and facilities. So then of course, you will be interested in our Apprentice School.

Building for the future,—that is the purpose of our Apprentice School. It is to train not only the hands but also the minds; to help these boys become better workmen and make their lives more successful.

The work of the school is of interest to all because its influence and the spirit behind it will be felt by all. It will be a factor in helping to increase the efficiency of our plant.

The company has had apprentices from the first. Several of our present executives and many leading workmen scattered throughout the yard once served an apprenticeship here. But the idea of a school and regular classes is new. It had its inception in the Employment Office during the war.

At that time it was realized that help would be scarce and special effort was made to recruit the right sort of boys to place in the various shops to learn the trades. The interest and co-operation of the foremen was gained and these boys became a factor in solving the wartime labor problem.

In August 1918, a temporary school for Coppersmiths and Shipfitters was established under the direction of Walter Crawford and Albert Jacobson. This was discontinued soon after the Armistice was signed, but plans were immediately started in the Employment Office for a permanent school.

This was established in August 1920 under the supervision of James A. Kelley, Chief Draftsman, and with the co-operation of the Board of Education of the City of New York. Thomas C. Rathbone was made instructor and his has been a large part in the splendid success of the school.

The boys are selected by Mr. Benner and Mr. Plunkett of the Employment Department, and this is a vital point because of the necessity of finding boys ready to begin at lower than the ordinary pay yet with the vision to realize the greater future good.

Mr. Plunkett is General Director of the school. He conducts the preliminary interview, submits the boys to the physical and mental examinations by Dr. Wynn and Mr. Rathbone and assigns them to the shops.

To the following department foremen who have charge of the boys on the five days they are not in school, belongs a large share of the credit for their development, Austin Fales, Pipe Shop; John McCullock, Sheet Metal; Thomas Nesbit and Fred Daddi, Carpenters and Joiners; William Cairney, Machine Shop; William B. Chambers, Outside Machinist; George Minett, Wood Caulkers; James Greenfield, Electrician, and James Kelley of the Drafting Room,

Apprenticeship Number

THIS number of THE DIAL is designed to direct attention to the excellent work of our apprentices and their importance in the plant. Everyone is urged to read the article by Mr. Rathbone telling of the work and the purposes of the School.

Our Apprentice School

By Thomas C. Rathbone.

THIS Company realizes that the economic situation induced by the war, reacts most unfavorably for the boys now of apprenticeship age. These boys were at the age when they were just beginning to notice things and think for themselves, at the very time that abnormal conditions began to prevail in every walk of life.

It seemed perfectly natural to them to be offered work at generous pay, and their young brains formed the idea that education was a farce—unnecessary, that life was rosy and that they could get by with anything and hold their jobs. It is not their fault that they were too young to realize that 3,000,000 men in kahki had vacated 3,000,000 jobs, that the war business created need for many times three million more jobs, and that boys and old men were in unusual demand as a consequence. Education took a big slump when the alluring pay was dangled before them.

Later, when the cost of living was soaring at its crest, many heads of families were compelled to take the boys and girls from school to put them at work to help make the combined family income equal to the demands of the landlord, grocer and clothier. Again, this is not the boys' fault. They actually do not realize their lack. But what is going to be the future cost to society of the thousands of uneducated or poorly educated lads we see today? And, more personal, what is going to be the cost to themselves—ill-fitted as they are to compete with the coming classes of boys who will be educated under far more favorable influences.

This condition is not fanciful—the gravity of the situation was demonstrated through the result of the mental and physical entrance examinations required of an apprentice-applicant before being considered for employment. The mental test at first was given with the idea of securing intelligent boys with an education equivalent to a year or two of high school. Practically none such applied, and the test has now degenerated into a criterion showing whether the boy's mentality is normal or subnormal, and where he could be placed in our school, if employed.

The examination comprises four general subjects: simple history, spelling, geography, and six problems in arithmetic, problems that a sixth grade pupil could answer with ease in the old days. Only the results of the last twenty-nine applicants is at hand. The average for this number is a fair indication of the whole and that is 47.4 per cent on a scale of 100. My records show that nearly every one of these boys graduated from grammar school. A very few stopped at the seventh grade. One boy, who apparently wanted work badly, sat for three hours over the questions and made five out of one hundred and he claimed to have graduated from grammar school the previous year. Many others are nearly as bad. It is deplorable. But the odd part is that some of these poorly educated lads show plainly that they are good material.

The mental attitude of many boys has been unusual—blissfully unconcerned over their lack of education and many with the tell-tale rowdy mannerisms of the indifferent, happy-go-lucky corner loafer, prematurely tough from working contact with tougher men. Again the boy cannot be held entirely responsible for this. Once we take him on, a strong effort is made to inculcate an attitude of responsibility, concern for his future, and loyalty,—qualities which a good workman must have,—before letting the boy go when the effort seems hopeless.

A typical instance exhibiting the prevalent failure of a boy to properly estimate the value of an education, occurred just recently when a pattern maker apprentice upon being questioned why he was slighting his mathematical studies, replied he couldn't see what logarithms had to do with making patterns. Investigation showed that his shop work was satisfactory,—but later, would the management select such a man to be in responsible charge? In his philosophy he condemns and sentences himself to a life as a pattern maker. That would be the limit of his value.

Many boys who evidence other good qualities have not sufficient education to realize what it is all about, and our first task is to bring them to a sensible attitude towards learning.

Therefore we do not draw a fixed passing line, but weigh all factors before taking on a boy. We want only solid boys, boys who are intelligent, who are going to be amenable to training and who are ambitious to master a craft.

The Morse Dry Dock & Repair Company is perhaps the most comprehensive ship repair yard in the world, embracing as it does so many departments and sub-departments. At least eight different crafts afford the apprentices the opportunity of becoming skilled in as many different lines. They are: Machinists (inside and outside); Blacksmiths; Electrical Department; Pipefitters and Plumbers; Wood Workers (pattern makers, carpenters and joiners); Sheet Metal Department; Coppersmiths; Hull Department (ship fitters, welders and burners); and Draughtsman (machine and hull).

At present we have 37 apprentices in the different departments, divided for instruction in two classes, one meeting on Wednesday and the other on Saturday. At the completion of four years course these young men become first class workmen. We believe that apprentices trained and developed in our plant form the nucleus of a solid foundation for the future personnel of the organization, and that improving the present educational status of these boys is vital to the attainment of the high quality personnel we desire.

Few lads are fit to meet the demands of the world with only a grammar school education. Their brain development as well as their store of knowledge is inadequate, and they will surely become dwarfed mentally should they stop at this stage of development.

Recognizing the poor educational equipment of our boys, through no fault of their own, perhaps, the Morse Dry Dock & Repair Company is attacking the problem in the most direct way by giving the lads in the Apprentice School the education they missed or would have missed.

In the present depression in the ship repair, as well as other activities, our plant in common with all others is clipping expenses and making drastic economies, but we have continued our apprentice educational program, because we recognize the economy which blights the future is not true economy.

It is interesting to compare the pay of apprentices with that of other workers. First and second class helpers formerly received 54 and 46 cents an hour respectively, and many boys chose to work as helpers, which leads to nowhere in itself, because the initial wage was nearly twice as much as the initial wage of the apprentice. The latters' pay is as follows:

Fritz and the Pocahontas

By Williard B. Prince, Art Editor of The Dial.

THE other day I noticed the *Pocahontas* on our new dry dock and my thoughts went back to the summer of 1911 when I returned from Naples on this ship which was then the North German Lloyd liner *Princess Irene.*

It was a thirteen day trip with a stop at Gibraltar and St. Michaels in the Azores and then to New York.

One of the pleasures of the trip was listening to the little German band which played in the afternoon and evening. The players were also our waiters in the second cabin and they were a picturesque lot. One of them called Fritz presided over our table and also played an enormous bass horn which though badly dented and scarred emitted a tremendous volume of questionable harmony.

There was a young fellow along with us who tiring of the monotony of the trip chose Fritz as the subject of a number of rather amusing pranks.

Fritz had a habit of sleeping between selections with his huge bass horn resting between his knees. Directly over his head as he played in the main saloon was a skylight and during one of Fritz's lapses, our young friend dropped a handful of orange peel into the mouth of the great horn. Fritz slept on and on until aroused by the leader's taps to begin a new number.

With all his might he blew but never a sound came from his trusty horn. Fritz looked bewildered and then the vision of a clue crept into his clearing senses.

"Ach! toes tam American chust spoil mine music by too much lemons and nonsenses, mine Gott."

But Fritz and the little German band have moved on and it is now the *Pocahontas* with red, white and blue funnels.

First year, 25 cents an hour, or $12 a week;

Second year, 32 cents an hour, or $15.36 a week;

Third year, 40 cents an hour, or $19.20 a week;

Fourth year, 50 cents an hour, or $24 a week;

At the finish of four years, the apprentice receives a $200 bonus and an appointment as a first class man at the new rate of 72 cents per hour or $34.56 per week. Some few boys with an insight into the future, choose to enter the apprenticeship at the lesser pay, realizing that some day they would be earning 72 cents an hour with the good chance of rising to higher jobs while their helper friends were still plodding on at their 46 cents an hour (or 42 cents, new scale), and would probably continue plodding indefinitely.

His helper friend after getting into the rut, in a few years usually looses the incentive for further education, or is ashamed to start in at his age. (Of course it is never too late to start), but the apprentice will get his training while still in his teens—the logical time to develop the brain and once the habit is formed, it is easy to continue studies and research through the years, deriving unlimited gains. The new era is dawning in which the trained man will come into his own and the man deliberately avoiding education will be crowded out. The war which temporarily raised such men to supposed importance, is over.

It cannot be pointed out too emphatically here, the far greater advantages to the boy who goes into apprenticeship at the lesser commencing pay, but with the educational gain and the future possibilities for advancement. These figures show that the apprentice compensation is very good for boys of their age and experience, most especially so when the educational opportunities are considered.

Compare this with the apprentice pay which prevailed in the old days—first year $2 a week, and so on to the fifth year at $5 a week, all ten hour days, no school, and $10, $12 and $15 a week for first class mechanics! The first year pay now is six times that of the old days but the cost of living has not increased more than two and one half times and is going down—spasmodically, but with certainty.

The company has gone to considerable expense in the matter of outfitting a school room and furnishing supplies. Each boy is supplied with a drafting board, tee square, triangles, stationery, etc., and numerous models, objects for drawing exercises have been made all in our own shops. Photostatic copies and blue prints of mathematical tables and useful information are continually being supplied. Of course the boys are paid the regular wage while in school, no deduction being made for loss of time in the shops, and the instructors are always willing to give any student special attention after working hours.

Our school has been so successful that it has attracted the attention of the Board of Education of the City of New York, and we have acquired its assistance and co-operation. The Department has promised to assist in securing desirable text books, instruments, etc., so that we shall have a text book of mathematics and mechanics and also for each apprentice a handbook or shop manual pertaining to his particular craft.

We have outlined the accompanying schedule of studies covering the necessary technical subjects in the four years apprentice course, and this schedule has been highly approved by the Board of Education without addition or correction.

A study of this chart will show that the average new apprentice weak in his seventh and eighth grade subjects will start reviewing elementary arithmetic and progress steadily through higher arithmetic, logarithms, algebra, geometry, trigonometry, mechanics, mechanical training, accompanied by valuable lectures on industrial, general and hygienic subjects.

The lectures on hygiene are by Dr. Eugene Wynne, the well-known Brooklyn physician, and the other lectures will be

SCHEDULE OF THE MORSE DRY DOCK APPRENTICE SCHOOL COURSE

YEAR	QUARTER	ARITHMETIC	ALGEBRA	MECHANICS	GEOMETRY TRIGONOMETRY	PHYSICS	LECTURES	DRAWING
FIRST	I	Elementary Fractions, Decimals				Matter. Energy Measurements Surface Phenomena	Industrial Talks Special Lectures Hygene	Freehand sketching from Models Use of Board, square, triangles and Instruments.
	II	Reduction of Decimals, Signs of Aggregation, Denominate nos, measures				Fluids Buoyancy Atmosphere	do.	Geometric Conetructions Principle of Projections. Third Angle Projection
	III	Involution, Evolution, Roots of Fractions. Ratio & Proportion. Inverse Unit method	Introduction, Addition and Subtraction		Geometry of Lines, Planes and Figures	Pneumatics, Motion - straight, curvilinear	do.	Freehand Sketching of projections and sections of Models Dimensioning.
	IV	Formulae, Symbols of Aggregation. Positive and Negative Numbers, Equations	Multiplication Division		The Triangle	Force	do.	Mechanical Drawing from Models and from sketches.
SECOND	I	Equations, Mensuration: lines angles, areas, volumes, to sphere.	Linear Equations and problems		The Circle	Newtons Laws Gravitation Weight and Mass	do.	Sketching from Machines and Practical Objects Mechanical Drawing from sketches, in different scales.
	II	Logarithms, Exponents. Use of Tables. Slide Rule	Factoring. Highest Common Factor, Least Common Multiple Fractions		Trigonometry Elementary	Centrifugal Force Centripetal Force Pendulum	do.	Do., graduated according to difficulty
	III		Fractional and Literal Equations, Ratio and Proportion.	Properties of Matter, Motion. Velocity Force, Work, Power, Energy.	Sines, Cosines Tangents, Cotangents, Secants & Cosecants	Work. Energy Machines	do.	Do.
	IV		First Degree Simultaneous Equations	Machine Elements Wheel, Gear, Pulley Inclined Plane, Screw.	Trigonometric Tables - Natural and Logarithmic computations.	Sound	do.	Design of objects for a particular use, without models. Freehand and Mechanical.
THIRD	I		Involution Evolution Exponents	Hydrostatics Specific Gravity Hydrokinetics Pneumatics.	Trigonometric Solution of Triangles	Light Ether Vibrations	do.	
	II		Radicals, Factor Theorem Graphic Solution	Electricity and Magnetism, Magnets, Induction. Dynamos, Motors	Oblique Triangles	Heat and Temperature, (Supplementary)	do.	
	III		Quadratic Equation, one unknown Simultaneous Quadratics	Heat: Properties Sources, Measurement, Mechanical Conversion	Advanced Mensuration	Expansion Steam and Gas	do.	
	IV		Quadratic Progressions. Binomial Theorem	Graphical Statics Concurring and Non concurring Forces Reactions, F.Polygon	Practical Problems in Trigonometry	Electricity and Magnetism (Supplementary)	do.	
FOURTH	I		Research in Trade Journals	Strength of Materials - Materials of Construction, Stresses, Strains	Co-ordinate Geometry - Graphs.	Chemistry Elements	do.	
	II		"	Factor of Safety Beams, Columns Various Loadings	Graph Plotting From Equations	do	do.	
	III		"	Specialized Industrial Problems	Graph Plotting From Data	Chemistry Industrial	do.	
	IV		Costs	Specialized Industrial Problems	Graphical Solutions in Marine Engineering	do	do.	

MACHINIST	ELECTRICAL	PIPE FITTER	PATTERN	JOINER	SHEET METAL	SHIP FITTER	DRAFTSMAN
Machine Shop Practice. Nomenclature, Data and General Information. Sketches and Mech. Drawing of machine Parts, Machining Castings from School Patterns.	Nomenclature, trade customs Data and general information, Computations, Simple wiring diagrams	Nomenclature, trade customs data on pipes, flow in pipes installation Computations. Simple Piping Plans.	Trade customs, Data. construction of Patterns from School Drawings	Trade customs - Data on wood and Woodwork; Joinery, Moulding and Panelling Design. Computations Paints, Varnishes, Stains, etc	Nomenclature, Trade customs, Data on sheet metal - Machines - Design of simple work - construction of work in shop from design, Developments.	Nomenclature, Trade Customs, Data on Steel Shapes, Plates, Rivets, etc Simple design, computations for sizes, amounts, etc.	Freehand Sketching, mechanical drawing, tracing blueprinting - design and computation of various work.
Gears, bevel, Worm and Wheel. Complete rough sketches, computation of data, measurements for actual machine parts.	Complete computation of data materials, and diagrams for practical Electrical Installations.	Complete computations, Bill of Material, Data, sizes, time and cost for practical Piping and Plumbing installations	Mechanical Drawing and construction of Pattern for fairly complicated parts	Complete Layout with full size Details for practical Ship joiner jobs Data on time, material + cost - sample moulding from sketches.	Design, Layout and Development, with shop construction of Cowls, Vents, Breeches, Ducts Data on time, material, costs.	Computation of data, and design of portions of Ships structure. Time, Material and Costs.	Complete design, from rough sketches to blue print, with Bill of material, of practical job encountered in marine engineering

given by men who are experts in their fields. More rapid progress than that exhibited in the accompanying chart could not be made by a class in attendance only once a week. In fact the rate as shown requires diligent application on the part of the pupil.

The mornings are devoted to mathematical studies and lectures and the afternoons to drawing, shop specialties, etc., making the equivalent of an eight hour day, one day a week and every week in the year. At this rate and with the courses standardized and meeting the approval of the Board of Education, our apprentice school gives sufficient instruction to take the place of the compulsory vocational school which boys under a certain age must attend. Our boys under age have been exempted from this compulsory school by attending our apprentice classes.

A comparison of the hours of instruction in our school with that in the public schools shows that we devote actually more time to technical instruction than is the case in the public schools.

Our school is compulsory for all apprentices and each apprentice must maintain a standard of diligence and application to his work to continue in apprenticeship, as there are worthy lads, seriously in earnest in the desire to better themselves, waiting for a vacancy.

Beginning apprentices who have had above the average schooling will be placed in the schedule where they fit and will finish out the four years on specially advanced subjects. However, the schedule fits the general run of boys. The classes will be divided into sections, according to the advancement, but more than four classes are not contemplated.

For the first two years, the drawing studies are common to all apprentices, and comprise free hand and mechanical drawing of a varied assortment of objects, models, castings, etc. of practical items where possible. Then it will be noticed, the different crafts are separated as the apprentice begins to specialize in his particular department. The ship repair business is an unusually comprehensive business, the work being most diversified, most jobs involving the work of several departments, and in the school typical jobs are assigned which allow the work of one apprentice to dovetail with that of another.

For instance, the design of a machine part is made by an outside machinist apprentice. The pattern maker apprentice actually makes the pattern, it is cast, the machine shop apprentice finishes the casting and it is brought into the school for study. Complete time and cost records are kept during the process to develop in the student the cost sense so necessary for advancement and for estimating.

Every effort is made to give a full, well-rounded preparation.

Under this program, an apprentice at the end of four years will have an education comparable with that of a high school graduate or better as regards technical subjects. Naturally we cannot hope to supply the humanistic studies—the individual is encouraged to acquire that by self development. With this mental technical equipment and the practical experience of four years in the shops, the graduated apprentice can go far—he then has enough of a grip on industrial technology to know what is going on and why—to reason for himself, to investigate specialties in his line, to work up patents for improvements he may develop; in fact he has the qualifications of the kind of men from which the quartermen, foremen and superintendents are drawn—we have given him his chance.

Cheaper Insurance Arranged

By F. O. McQuaid, Insurance Clerk

NOON-HOUR talks have been held recently in the various departments of the Yard when details of a new insurance plan adopted by the Employees Association were explained by F. O. McQuaid, who is in charge of the insurance feature of the Association's activities.

It was found to be of greater advantage to the members to institute a new plan giving a broader radius of coverage and many other attractive features, than those found in the old insurance plan.

With the contract now entered into it is possible to secure prompt settlement of claims, for one reason that the headquarters of the Insurance Company is in New York and all matters under discussion can be arranged over the phone and disposed of in very short order.

Of course, there is still the half benefits of $7 a week at the same cost as has prevailed right along—twenty cents a week for three weeks and 25 cents on the fourth week. It is now possible for a member to take out $21 a week benefits or even $28, in fact you can take any multiple of seven desired with a proportionate cost.

For those who are not quite familiar with the protection afforded under the new plan it is stated that the benefits are as follows:

$14.00 per week for any injury payable from the first day out for 52 weeks or one year.

$14.00 per week for illness payable after the first week for six months.

$200 for death resulting from an injury.

$200 for death from illness.

It is now possible to secure this necessary protection for the small cost of forty cents per week for the first three weeks of a month and 50 cents for the fourth week. To arrive at the correct annual cost fifty cents is charged on each fourth week instead of forty cents. This is done rather than to charge an odd amount of 43 cents a week. When arrangements were made with the Morse Dry Dock and Repair Company to permit the deduction through the pay envelope for the cost of this insurance so that members would not have to call each week to make the payment personally, it was necessary to avoid the handling of pennies which would entail a large amount of work and be cumbersome.

Another added advantage is that as soon as a man becomes disabled he does not have to pay a thing on his insurance and does not pay anything until he returns to work. While he is laid up he gets his $14 a week straight with no deductions of any kind.

"We are just starting off under this new plan and under pressure of work required cannot do as much in the way of service as we expect to later," Mr. McQuaid explains. "We want to give more service than ever to the members, bringing the requirements for benefits down to a minimum. The way we look at it is that when a man is sick he can't be expected to live up to rules and regulations and we want to give him all the help we can for that's what we're here for.

"To correct any question there may be in the minds of any of the members I am decidedly the Association's man and am not bound in any way nor do I even represent an insurance company in any degree. The only reason I mention this is to assure all that I am employed to help the members of the Association when they are disabled and I have no axe to grind, but am here to give every assistance possible when they need it most.

"The men don't have to belong to the insurance to take an interest in it. Their suggestions will be welcomed just the same as if they carried a policy and they can help out in no better way than when they hear that some co-worker is laid up to send word to me. I will see whether he is insured or not and will attend to the rest of the work in connection with the case. This would be real teamwork and would help those needing the assistance to be derived from insurance.

"Of course, too, we want all to be interested and to know of the benefits.

"During the first month after the new plan went into effect a death claim of $200 was paid to a widow whose husband succumbed to a sickness that very rarely is fatal. It isn't always the serious sickness that is dangerous. We also have fifteen men laid up receiving benefits right now under the new plan and about ten under the old, so you see twenty-four men are getting benefits now. You know all the accidents don't happen while the men are working.

"These are some of the accidents that members have received benefits for: cranking an automobile, broke his arm; tripped on a curbstone, fractured shoulder; motorcycle hit by trolley car, broken leg and general shaking up; slipped on ice on subway stairs, stitches in head, other bruises; fell out of truck on way to work during B. R. T. strike, broke arm; stubbed toe on sidewalk, sprained wrist; struck by automobile, fractured leg.

"In the discussion of these insurance problems it should be made clear that the members of the Association are given the advantages that arise from "wholesale buying" of insurance; the principle being exactly the same as purchasing other commodities on a wholesale basis.

"In conclusion it should be stated that the Association is attempting to work out a plan whereby the same principle of wholesale buying can be applied to life insurance. If this proves feasible Morse employees will be enabled to secure life insurance at a cost far less than is possible outside. This plan has not yet reached tangible form but as soon as a proposition has been worked out that will fulfil our needs it will be submitted to the members."

The Mount Carroll Is Made Ready For Her Maiden Voyage

A ship attracting unusual interest in the yards recently has been the *Mount Carroll* of the United American Line, just completed by the Merchant Shipbuilding Corporation at Chester, Pa. The *Mount Carroll* being a brand new ship, with her fresh paint and new fittings afforded contrast to vessels which had battled with storm and sea.

She was built for the Shawmut Line as a merchant ship but when that line was taken over by the United American, she was converted into an "all steerage" passenger vessel to ply between New York and Hamburg. She came to this yard for slight alterations before making her maiden trip on April 7.

In color the *Mount Carroll* is a glossy black above the water line, which contrasts with her pure white superstructure and yellow trimmings, giving a particularly attractive appearance. The two black bands above the yellow funnels, identifying her as member of the United American fleet, have become a familiar sight in our yard.

Her accommodations throughout are fitted up for the comfort and pleasure of her passengers, all of whom enjoy like privileges.

Leaving New York on her first trip to Hamburg, April 7, the *Mount Carroll* carried 550 passengers and 5000 tons of freight. All Morse workmen join in wishing her the best of luck and many years of service in the humanitarian role to which she is devoted.

The *Mount Carroll* is 440 feet long, 57 feet beam, and 15,000 tons dead weight. She is equipped with new type Westinghouse turbines and will make 14 knots an hour. Her sister ship, the *Mount Clinton* is now under construction at Chester.

Coming of the *Mount Carroll* recalls the conversion of the *DeKalb*, formerly the German cruiser, *Prinz Eitel Friedrich*, into the *Mount Clay*, the first "all steerage" vessel ever put into service.

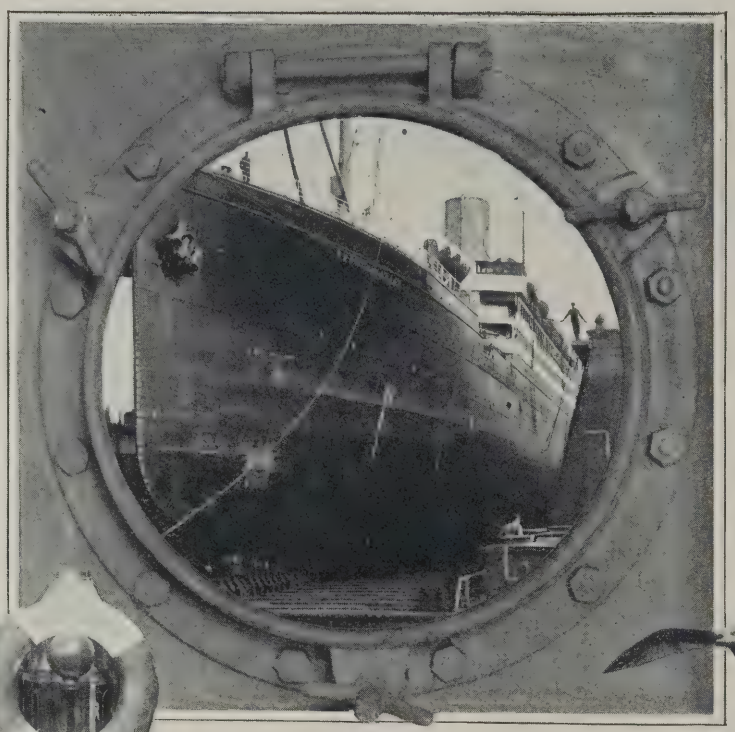
This was one of our largest jobs of rebuilding and was especially interesting because the ship was heralded as the forerunner of abolishing by all ships the old conditions with which the word steerage has been associated. The *Mount Carroll* bears out this prediction by fitting for the same class of service after so short an interval.

It is interesting to note that whereas the *Mount Clay* was the first "all-steerage" ship and she was fitted up for that service in our yard, the *Mount Carroll*, the first American built "all steerage" vessel, also received her final touches from the hands of Morse workmen.

The second "All Steerage" ship receives final touches here before going on her maiden trip.

Pictures by Morse Photographer.

We see many ships with black banded yellow funnels here in the Morse yard. Here is shown the Mount Carroll, one of the newest of the United American Line.



The Drottningholm of the Swedish-American Line on our great 30,000 ton floating dry dock after an unsuccessful attempt had been made to raise her by another concern.

Pictures by Morse Photographer.

Morse Service Wins Where Others Fail

ONCE again has Morse service scored in an emergency. Called upon to raise the triple-screw Swedish-American liner *Drottningholm* after another repair concern had tried and failed, the Morse Company took the contract and raised her with a quickness and security that leaves no doubt as to the superiority of our service.

The *Drottningholm* was never before drydocked on this side of the water. Her deep draft and unusual build, tapering as she does almost with the sharpness of a wedge, made the raising of the vessel an unusual undertaking and one that was watched with keen interest by many marine men.

Under the active guidance of our expert dry dock masters the *Drottningholm* was warped into our 30,000 ton dry dock, blocked up with our usual care, then raised with no more ado than the ordinary vessel.

Bystanders stood breathless as the towering hulk of the great ship rose steadily from the water and at last loomed up against the sky-line as solid and secure on her new base as though she were still afloat on the briny deep.

Everyone present remarked upon the absence of flurry and excitement as the big boat rose and revealed for the first time in America the beautiful lines of her bottom. Those present who had witnessed the raising of the *Shamrock* and the *Resolute* on the same dock back in August, commented upon the fact that the *Drottningholm's* bottom reminded them somewhat of those two famous racing yachts.

No nervous tension was apparent while the *Drottningholm* was being raised, no shouting or gesticulating. Every man was in the right place at the right time, the whole work going ahead smoothly.

In a remarkably short period from the time she came to rest above the center of the big dry dock, the *Drottningholm* was high and dry with the painters and scrapers busily engaged upon her hull.

The quickness and skill with which the great feat was accomplished only adds to the remarkable achievement. To the most unpractised eye it was plain that the task was no slight undertaking. The ship is built on the ocean greyhound type with the least possible bulk under water.

Of unusual interest is the *Drottningholm* herself. Her length and narrow beam give her the slim lines of the greyhound while her triple-screw action puts her in the high speed class. It is said that she can make seventeen knots with remarkable ease.

She is a beautiful ship to look upon with her clean cut appearance and her dark brown life-boats making a unique and pleasing contrast against the white superstructure and buff trimmings.

She is 514 feet in length, 60 feet in breadth, 12,000 tons gross, and draws 31 feet of water light.

Her officers are: Captain, O. C. Nordfelt; First Officer, Jack Guhde; Second, A. Heden; Third, C. Ekhalm; Fourth H. Bystrom; Fifth, H. Nordensson; Chief Engineer, C. B. Bjorkstrom; and Purser, Franz Pritz.

Before becoming the property of the Swedish-American line, the *Drottningholm* was the English ship *Virginian* owned by the Allan line. As such it is said she had a brilliant and interesting war record. Used as a transport and an auxiliary cruiser with guns mounted on her decks, she became a floating arsenal.

That she was in active service is borne out by the fact that she was torpedoed and sunk off the Irish Coast in 1918, but was raised after the war.

Since being taken over by the Swedish-American line, the *Drottningholm* has been completely refitted throughout. She has new life-boats and davits and complete facilities for the pleasure and comfort of her passengers.

An unusual feature is that she has no steerage and carries but 1500 passengers whereas previously she carried 2000. All the third class passengers are accommodated in cabins for two, three, four and six persons. Thus are eliminated the crowding and other objectional features usually associated with third class travel. Her regular run now is between Goteborg, Sweden, and New York.

Commenting upon the efficiency and skill with which the *Drottningholm* was raised, an engineer on the *West Modus*, a freighter now being repaired here, said that nowhere in all his experience with ship repair concerns in all parts of the world has he ever seen the equal of the efficiency and skill and the complete facilities of the Morse yard.

Drydocking a ship in foreign countries he says is the occasion for more or less excitement.

"Some contrast", he said, pointing to the *Drottningholm* being gently coaxed into position on the dry dock, "You'd think these boys were playing ping-pong, they the world four times and docked in many are so cool about it. I have been around ports, but I never saw the like of the Morse yard for efficiency and equipment. It's in a class by itself. And so clean and orderly. Before visiting this yard I would never have believed it possible to find such a clean shipyard anywhere in the world."

Pictures Incidental To The Drydocking of The S. S. Drottningholm

Picture at right shows our 30,000 ton dry dock just before lowering to receive the Drottningholm. Below Capt. Frederick Arentz our Norwegian representative and Capt. Nordfelt of the Drottningholm.

Below: The big Swedish American liner being towed into dry dock and then being centered over the keel blocks.

Capt. Nordfelt and officers of the Drottningholm on the bridge

Picture by Morse Photographer.

Below: The triple screws of the Drottningholm appear like shamrocks.

Below: Picture shows the big ship towering high in the air above the keel blocks.

Because of her deep draft, our large floating dry dock was the only one in this port that could raise the big S.S. Drottningholm.

Pocahontas, A Trans-Atlantic Carrier

RECONVERSION of the *Pocahontas*, formerly the German liner, *Princess Irene*, from a troop transport to a Trans-Atlantic carrier of the "First Class Steerage" type, is one of our recent jobs which has brought satisfaction alike to the owners and to our workmen.

This was a "hurry up" order giving an opportunity to demonstrate the splendid facilities and efficiency of our plant. The ship was completely refitted inside, her machinery overhauled, and in a remarkably short time made ready for her new service for the U. S. Mail Line.

By "First Class Steerage" ship is ment one having for third class passengers the better accommodations which are now rapidly coming into vogue. These do away with the old conditions of crowding and unsanitary facilities, providing instead separate staterooms, together with comforts and conveniences formerly denied in the "Steerage."

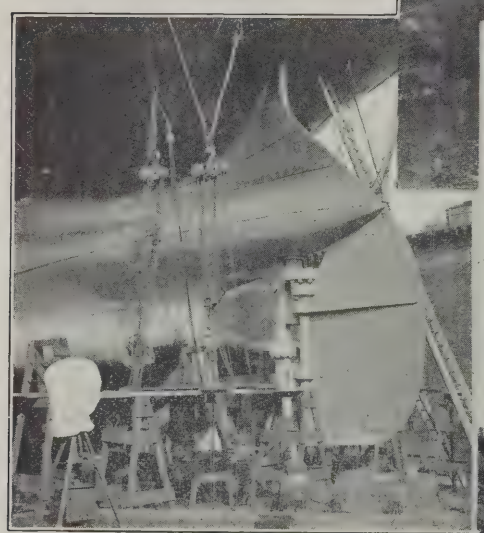
One of the largest parts of the work here was the installation of life boats, of which the *Pocahontas* now has one of the finest sets carried by any ship of her class. The arrangement and stowage of this important part of the equipment is an excellent example of the work of our designers.

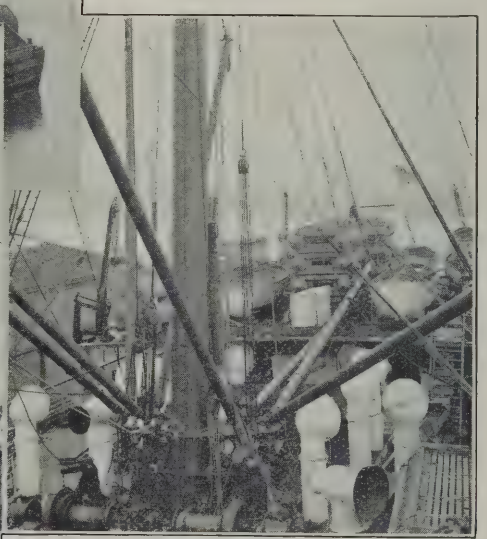
The *Pocahontas* is a twin-screw, 11,000 ton steamer, built by the Vulcans at Stettin, Germany, in 1900. She is 520 feet long, 60 feet beam and 34 feet in depth. She is now fitted to carry 255 cabin passengers and 1832 third class, these with her crew accommodations make her capacity 2349 people.

In her life-boat equipment, she has sixteen 26-foot, 40 person, 1A boats; five 26-foot, 45 person, 1A boats; one 28-foot, 54 person, 1A boat; one 26-foot, 42 person, 1A boat; one 24-foot, 37 person, 1A boat; fourteen 26-foot, 50 person Lundine boats; two 28-foot, 60 person Lundine boats; one 28-foot, 56 person motor boat;—41 boats with a capacity of 1874 persons. The remainder of those on board can be carried on life rafts distributed about the decks.

Since leaving this yard, the *Pocahontas* has made one trip to Italy, thus giving a complete try-out of all the work done here, and highest satisfaction has been expressed with her showing on the voyage.

G. A. Seiler, a former Morse Pipefitter who sailed on this ship as Chief Plumber, recently visited the yard and related incidents of this first journey in the new service. He reported a fine trip and much praise for the character of Morse service exhibited in all the work done on the *Pocahontas*.





Uberaba Lost on Rocks

REPORT of the loss of the Lloyd Brazileiro liner *S.S. Uberaba* on the rocks off the coast of northern Brazil came as a shock to Morse workmen almost like the loss of an old friend for they had worked upon her when she was in the yard just previous to her leaving New York on March 6.

She was commanded by Capt. Velloso, and it is said she carried a valuable cargo of General Electric supplies, all of which was lost. Crew and passengers were saved, according to the report.

The *Uberaba* was formerly the German liner *Henny Woermann* and was taken over during the war by Brazil. On her first voyage to New York she was chased and fired upon for five hours by German submarines, then infesting the waters off our coast. On that occasion she was saved by a U. S. destroyer.

She was fitted up in our yard during February 1920 and Morse men became much attached to her, someone in the Burning Department naming James MacFarlane's cat "*Uberaba*".

Storm Warnings

ARRANGEMENTS have been perfected by most of the high power radio stations throughout the world to broadcast storm warnings on schedules furnished to radio operators on vessels. As there are many vessels still cruising along the coast and at sea not equipped with radio, a ship, in the future, when in the vicinity of such vessel, regardless of its type, must signal to it by international code or any other means available, any storm warnings it may have picked up by radio in the previous twelve hours in order that all possible steps may be taken by them to protect life and property, irrespective of the nationality of the vessel. These instructions are issued by Director of Operations for the U. S. Shipping Board.

High Praise For Morse Spirit

SO pleased was William Mair, Chief Engineer of the *S.S. Inskip*, with a caulking job on the boiler of his ship that word of his unreserved commendation was spread about the yard.

According to Engineer Knott, who also had only words of praise, the job was in an unusually difficult place to get at, an angle between the boiler and an iron partition. But the Morse workmen, in spite of the handicap, went at it with a will and did a perfect job.

Engineer Knott paid high tribute to the spirit shown by the Morse workmen.

"They work right with the engineers," he declared. "They don't bull ahead and tear into things just to suit themselves. They show that they are trying to give satisfaction.

"We found the best spirit shown here among the workmen of any yard in the port. The men seem to be working for the interests of the Company. That leads to the impression that the Company shows an interest in the men and does the right thing by them."

The S.S. Huron Visits Us Again From South America

MORSE workers were interested to view again the *S. S. Huron* of the Munson Line after her spectacular feats since leaving the yard ten months ago. In the five trips to South American ports, since she was completely rebuilt and reconditioned in the Morse yards, she has broken two speed records besides in every way giving a splendid account of herself.

She returned here looking clean and bright after ten months of continuous service and her appearance and general condition is a tribute to the lasting qualities of Morse work. All she needed was drydocking with a few minor changes and again she was off to speed on her long trips, perhaps to make new records.

She first leaped into the limelight after leaving here last May, when on her first run, she made the trip from New York to Rio de Janeiro in fourteen days and fourteen hours, a new record.

But on her fifth voyage, starting from New York on January 19, she surpassed her own previous feat by making the run in the remarkable time of thirteen days, twenty hours, and fifty-four minutes. Her log shows that she left her New York pier at 3:05 on the afternoon of January 19, starting her run from Ambrose Light at 6 P. M.

With weather favoring and her officers pulling for a record, the engineers, to use their own words, "Let 'er go, and she went!" Her engines hummed a merry tune without the slightest whisper of trouble or overexertion. Much credit is given the engineers for her performance and the condition of her engines.

Then, after a perfect run of 4762 miles, the *Huron* pulled up at Raza Island, Rio de Janeiro, at 4:55 P. M. on February 2, breaking her own fast time and completing a truly wonderful feat.

An interesting sidelight told by the *Huron* officers was a bit of sea rivalry in her race with the *Veasari*. The latter, starting on January 13, four days sooner, arrived in Rio but the morning before the *Huron*. Then, on the run to Montevidio, the *Huron* starting February 6 at 9:15 P. M. with a full hour handicap, overtook the *Veasari* at 2:16 P. M. and was not again headed.

On her return trip, according to her engineers, the *Huron* surpassed her speed when southbound, making the run from Rio de Janeiro in thirteen days and sixteen hours to within sight of Ambrose Light, but a heavy fog compelled her to cruise around outside until the next morning, so she did not get credit.

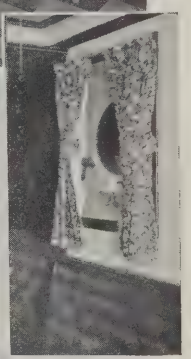
The fact that the *Aeolus*, also of the Munson Line, has since made the trip to Rio in thirteen days and eighteen hours, does not detract from the *Huron's* glory, say her officers, for the *Aeolus* is a larger and faster ship.

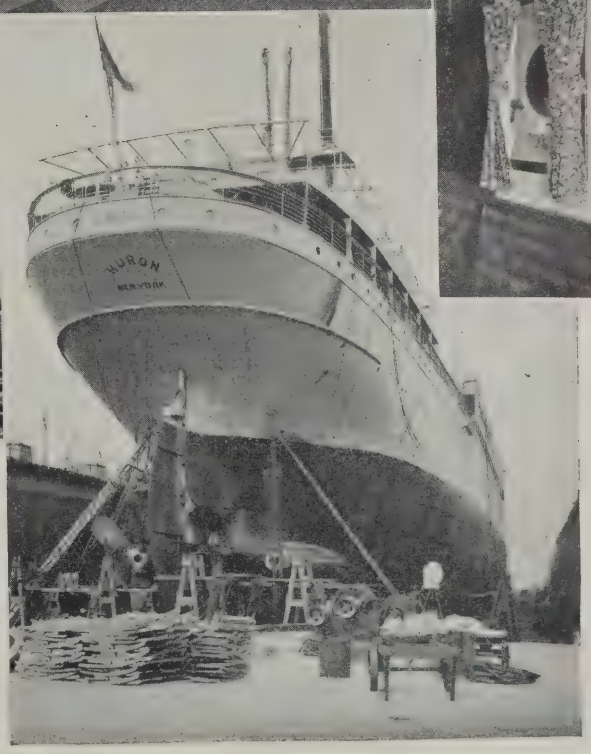
The *Huron's* officers are: Captain, James C. McDorman; First, Irving Washburn; second, T. S. Robinson; third, Oscar Lohr. In the Engineers Department, where credit for the ship's great feats is given, are John Brown, Chief Engineer; H. A. Peterson, first assistant; George White, second; E. R. Davis, third; O. M. Scott, fourth.

The return of the *Huron* to the Morse yards recalls the big task of rebuilding her which was completed here less than a year ago.

Arriving in a much battered condition after serving as an army transport from the time she was taken over by the United States as the former German liner *Fredrich der Grosse*, she was almost completely "made new", the oil burning system installed, and all her fittings finished in keeping with her new role, that of a fine passenger liner.

Pictures by Morse Photographer





Morse workers will remember the Huron and her palatial interiors. Once more she comes to us for a short visit and is off again to Southern Seas.

THE MORSE
DRY DOCK DIAL

A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company, and to the interests of the Company

BERT EDWARD BARNES, Editor
Don Record, Assistant Editor
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C.W. Bailey, Photographer
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Vol. 4 MAY, 1921 No. 5

An idea is worth while when it provokes thought in the mind of another.

Satisfaction with our efforts is stagnation. When we stop improving we go back.

Start The Wheels

YOUR noodle is more than a place to hang your hat. Turn on the juice. Make it work.

Benjamin Franklin used his noodle and today we have electric lights, electric machinery and the telephone.

Robert Fulton used his noodle and today we have steamships.

Many other men have used their noodles to give us new discoveries and inventions, or new ideas to think about.

These men have become famous, yet he is as truly an inventor who in his daily work makes his noodle tell him how to do a given job quicker and better.

We are seeking to economize, to cut costs. Time and material are both exceedingly important. To use both to the greatest advantage is a big saving, and the best way to do that is to keep that noodle on the job, well-oiled and shiny from constant use.

A noodle in action is better than an extra man. Let's double our ability.

Time For Optimism

IN cruising about the yard, during the recent slack spell, one was apt to find a gloomy man here and there.

"You ought to have seen this place two or three months ago. They would say. "What do you think? Are things going to pick up? They're pretty bad."

If you were watching a football game and the tide was going against your team, what would you do? Lay down? No. You would jump to your feet and yell your head off:

"Fight, fight, fight. Get in there, you pikers! Hold that line!"

Now you are playing the game. Will you lay down and get licked? Not much! You'll fight, fight, fight. You'll give your best to this old shipping game, boost production, cut costs.

And you'll win. That spirit will win any game.

The shipping industry is coming back strong, and the more we help it, the sooner it will come back.

A British newspaper, where conditions are as bad or worse than here, declared this is a time for optimism. The shipping business, it says, has always had its ups and downs, periods of frenzied production, followed by periods of curtailing and adjustment.

That is the situation now, but that paper foresees much improvement in the not distant future. Business activity will be resumed, it declares, on a firm and normal basis.

Meanwhile, let's be cheerful. Conditions might be a lot worse. Shoe, textile and automobile industries have been flat for months, not a wheel turning. Whole cities have been in dire want.

We have many things to be thankful for,—health, a mild winter, countless individual blessings. Prices are coming down. The sun still shines. Then let's be happy. Spread good cheer and it will come back to you. The world will be brighter when you smile.

The Fire Hazard

FIRES cost the American people two million dollars a day. In spite of the almost insurmountable need for homes, we are burning 898 every working day.

Fire losses are increasing six times as fast as our population. Which means conditions are getting no better *fast.*

Again and again do we read of a family losing the treasures of a lifetime by fire. Their goods may or many not be insured. Some can never be replaced.

More than half of these fires are preventable. Carelessness has a big account to settle.

A man smoking in bed goes to sleep. He is lucky if he escapes with his life. A can of gasoline, with its explosive power greater than 83 pounds of dynamite, is left in the cellar near the boiler.

In these days of economy we are putting on the griddle every source of waste. Preventable fires have no place in our new scheme of living.

Let's be rid of them.

How? By thinking first,—not afterwards. By exercising utmost care at all times. By unceasing watchfulness.

IN bone surgery, an X-ray brings to view the desired parts regardless of surrounding material.

Could *The Dial* staff turn the X-ray on the whole plant as successfully, it could pick out what readers most want to know and have printed here.

We have no X-ray, however, and we cannot be everywhere at once. Therefore we must depend to a large extent upon our readers to furnish much of the news.

Every reader a *Dial* reporter; that would be the ideal plan.

What news do we want? Whatever is of interest to Morse people. Any department that does something unusual, accomplishes a task better in a new way, or reduces expenses will make an interesting item as well as help boost Morse spirit.

We want news of any employee, activities in sport, a marriage, death or birth in the family, anyone who makes a record in his work. Let us know each other better.

Funny things which happen in one department will make us all laugh. Tell it to *The Dial.*

Suggestions for articles, news tips, and communications may be placed in *The Dial* boxes at the main gate or at the north building entrance. The editors will do the rest.

Anything which helps foster a spirit of friendship, good will, and co-operation, anything which boosts, anything which increases ability or heightens ambition is eagerly sought. Help us to help all.

The Dial is your paper. Boost it.

Knowledge and Skill

WE firmly believe in the need for education. We believe it is one of the most vital factors in present day life and this great reconstruction period in which we are living.

Yet it is important that education should be of the right kind.

Mere book knowledge without the ability to put it to use is a dead thing, of little value to the world. The possessor may gain pleasure from it, but little is added to the welfare and progress of others.

Moreover, skill without knowledge is not sufficient. It cannot reach the top.

A ball player may have skill, ability to throw and bat and handle the hot ones, but if he hasn't the knowledge, the ability to think and initiate, he won't reach the big leagues.

Education helps to develop these faculties.

It is the same in industry. How many men in middle life exclaim with regret, "If I only had the education, I could get somewhere. I stopped school in the eighth grade because I didn't like to study. I didn't realize what it was worth."

They have gained the skill, but feel the lack of broad comprehensive knowledge to carry them over the crest to full success.

Our Apprentice School is offering a splendid type of education. It is training both minds and hands by combining actual shop work with classroom instruction.

We believe it offers exceptional opportunities for boys who want to progress in this line of work.

Yet, in these days, no one need be denied an education. A boy with the right stuff in him can get all the education he is willing to dig for.

A man in the shop already settled in life can, by studying his job and by reading books and magazines, improve himself, increase his ability and get more fun out of life.

Education is worth while.

Competition

IN its editorials looking to the betterment of conditions, *The Dial* has pointed out from time to time what is to be gained by Morse workers in increased production, economy and efficiency.

We have shown that it will mean improved conditions and more work coming to this yard.

Perhaps there is no better illustration to make clear the significance of the thought than by citing the sharp competition among ship repair companies.

The other day in bidding for a contract we lost out by $48. A $100,000 job we lost by a few thousand. Several we have obtained by as close a margin.

How clearly this shows the need of small savings. A few hours less time, reducing waste material, doing better work will increase business by cutting costs and improving service.

Wise shipowners will pay more for better service, but if we can give lower prices as well as better service, we surely would get the business.

It can be done. It will be done. Get it done!

More and more we are coming to realize the need of education in the world. Once, muscle and bull strength alone seemed necessary to attain success, but now, so complicated has present life become that education is vitally necessary in every line of work.

Farmers, business men and mechanics are going in for higher education. They realize the need, and as a result they make a far greater success of their work.

Education is the keynote of modern life.

The boys in our Apprentice School are showing a spirit in keeping with the times. It takes energy and ambition to buckle down to hard study. It takes vision to see the vastly increased benefits to be gained in the years to come.

They are exhibiting energy and ambition, and they are gaining knowledge and skill. Combining these elements to the fullest will give them high driving power.

We can make of ourselves what we will. Success is not attained in a single leap, but in steady hard work.

Someone has said, "Don't envy success.—win it!"

Association Calendar

Collection Committee meets every Monday at 4 p. m.

Finance Committee meets last Tuesday of every month.

Directors meet last Wednesday of every month.

Association entertainment and business meeting last Wednesday of every month, unless otherwise announced.

Entertainment Committee meets 2nd Monday of every month.

Fire Prevention Committee meets 3rd Monday of every month.

Relief Committee meets last Monday of every month.

Employees Association Directory

OFFICERS

President—JOSEPH McGUIRK
Hull Department

Vice-President—FRANK MACK
Sheet Metal Department

Secretary—EDWARD HANNAVIN
Brass Storeroom

Treasurer—MORTIMER W. MEAD
Office

Directors and Conference Board Members (d) for Directors; (c) for Conference Board

CARPENTERS, JOINERS, PAINTERS and WOOD CAULKERS— John Tolson (d), Wallace Livermore (c), James Larkin (c)

OUTSIDE MACHINISTS—John Boylan (d), John Oliver (c), James Wolfe (c)

INSIDE MACHINISTS—Hugh McQuillan (d), Thomas Leonard (c), Paul Boehme (c)

PIPE FITTERS—Michael O'Dea (d), Charles Schultz (c), William Martin (c)

BLACKSMITHS—James Tester (d), Robert McQueen (c), Oscar Skoog (c)

RIGGERS AND DOCK HANDS—Harry Carlson (d), Oscar Munson (c), Walter Geiss (c)

COPPERSMITHS, PLUMBERS AND PIPE COVERERS—Thomas Hayes (d), Thomas Daly (c), William Bush (c)

BOILERMAKERS—Charles Gilmore (d), Thomas Cornell (c), Thomas McNamara (c)

OFFICE ESTIMATORS AND SOLICITORS —Frank Falconer (d), Miss Marjorie H. Davis (c), George F. Keenan (c)

DRAUGHTSMEN, PATTERN MAKERS, INSPECTORS—James M. Donovan (d), Leonard Wallace (c), Thomas C. Rathbone (c)

SHEET METAL WORKERS—Frankie Mack (d), Wm. Uulrich (c), Gene Kenney (c)

PLATE SHOP—Edward McGibney (d), George Drew (c), Louis Leiser (c)

ELECTRICIANS—Harry Jost (d), Thos. White (c), Al Chisholm (c)

HULL DEPARTMENT—Al. Simondinger (d), David Lyle (c), Joseph Womey (c)

BURNERS AND WELDERS—James MacFarlane (d), John Beverley (c), Charles Menzies (c)

MISCELLANEOUS—Including Chauffeurs, Storeroom Hands, Garage Mechanics, Crews of Launches, Timekeepers and Watchmen—Carlisle B. Stecher (d), Morton Schonberg (c), George Russell (c)

COMMITTEES

RELIEF COMMITTEE—Morris Levy (Pipe Shop) Archie Campbell (Carpenters) Otto Rochelle (Inside Machinists).

ACCIDENT PREVENTION COMMITTEE—Frank Falconer (Hospital) David Lyle (Hull Dept.) Samuel Olsen (Chain Gang) Harry Beck (Carpenters) Ernest Hahne (Outside Machinists) J. C. Ballis (Laborers).

SANITATION COMMITTEE—Joe Toomey (Hull Dept.) W. Carr (Pipe Shop) Dan Smith (Plumbers).

ENTERTAINMENT COMMITTEE — Geo. Drew (Plate Shop) William Burke (Carpenters) ohn Finneran (Garage).

FINANCE COMMITTEE—Charles Menzies (Welders) Harry Anderson (Carpenters) Michael O'Flaherty (Air Plant).

WELFARE COMMITTEE (Embracing Yard Collections)—Frank Falconer (Hospital) Joseph Frank Dock Hands) John Sweeney (Machinists).

BOWLING COMMITTEE—Henry Rochelle (Chairman) Harry Anderson, Jack Gannon, John Kelly, Adam Lester.

FIRE PREVENTION COMMITTEE—Louis Leiser (Plate Shop) Harry Gardner (Burners).

Pictures by Morse Photographer.

New Association Officers Elected

AN inspiring opening to what is regarded as the most important year so far in the life of the Employees Association was the campaign and election of officers during the week from March 30 to April 7.

Great interest and enthusiasm was manifested in the issues and excitement of the campaign. Sharp contests were on among the president and vice-president candidates and the result was held in doubt until the votes were counted.

During the campaign were brought out thoughts and ideas which, carried over into the work of the coming year, will add to the benefits and achievements of the Association.

The importance of the organization to all the men in the yard is well known, and it is the aim by the good works accomplished and the increased co-operation of all the members, not only to maintain the standing of the past, but to speed the growth and enlarge the sphere of its service.

In the words of President McGuirk at the victory rally, April 7, "With the help of all, co-operating and working together, we will make this the greatest year the Association has ever known."

The nomination of officers took place at the Annual Meeting on March 30. At this time Charles Pearson of the Outside Machinists, James MacFarlane of the Burning Department and President Joseph McGuirk were nominated for the office of president; Frank Mack of the Sheet Metal Department, Joseph Frank of the Dock Hands, William Burke of the Carpenters, and Thomas Rathbone of the Drafting Department were nominated for vice-president.

In appreciation for their excellent services in the past, Edward Hannavin, Secretary, and Mortimer W. Mead, Treasurer, were unanimously renominated for these offices.

At this meeting also, the departments electing Directors and Conference Board members this year nominated candidates. This plan was an innovation and was not thoroughly understood by all, but it was carried through with excellent success and great satisfaction was expressed at the way the new system worked out.

The campaigning by the different candidates began in earnest with their nomination. Issues and platforms were brought out at noon rallies and in letters printed in the DIAL ELECTION SPECIAL. Clancy's Volunteer Band furnished the music for the campaign parades and meetings.

President McGuirk based his campaign for re-election on his record while in office and his plans for the future. Among the achievements of his administration were mentioned, the improvement of the insurance plan, institution of relief work, increased success of Association affairs and entertainments through committees from among the men themselves.

Plans for the future were a proposed arrangement whereby a workman would be able to take out a $1000 insurance policy at a cost of about $7 a year, improvement of the relief work, and an increased enthusiasm and spirit of co-operation by all the members.

The third term was opposed by MacFarlane and Pearson. MacFarlane based his campaign upon executive ability, and plans to raise the popularity of the organization among the members. Pearson declared a new man should be given a chance and showed his record of success on various committees of the Association.

Among the features, for which all campaigns have been famous, were the appearance of MacFarlane at the McGuirk rally garbed in the array of the Klu Klux Klan, Jack Ahearn dressed as a woman for MacFarlane's parade, and a company of street sweepers to give MacFarlane a "clean sweep" on election day.

The vice-president candidates won much favorable comment for the clean and gentlemanly campaign they conducted. Their race for office was declared by many the most remarkable ever held in the Association and a splendid example for future campaigns.

Much fun and humor was created by all candidates and laughter and good fellowship was maintained throughout, as well as serious consideration of the issues

and the interests of the Association.

Billy McEwen, who has won a reputation for his ability to dope out the vote before the election, this year predicted the result so close as to be almost unbelieveable. He takes the number of men employed in each department and then predicts with almost uncanny ability how many votes can be depended upon.

This year his dope gave McGuirk 814 votes for president and the count showed 831, just seventeen better than the prediction.

Vice-President

The election was one of the most successful ever held. Absolute fairness the spirit of co-operation shown by all made the whole affair clean and above board in every respect. The careful preparation of details and instructions to the Ballot Clerks prevented mistakes or tangles at the ballot boxes.

All business of the election was in the hands of the Board of Election, of which Al Simondinger of the Hull Department was chairman, with Joseph Johnson of the Burning Department and Matthew Carroll of the Outside Machinists as the other members. Under the direction of these men the counting of ballots began immediately when the polls closed and was completed in less than five hours.

Enthusiasm and interest in the election was shown by the big vote polled, better than 90 per cent average for the total number of men on the payroll.

President

The result showed President McGuirk returned a winner by a margin of 440 votes with Pearson second and MacFarlane third.

Among the vice-presidents the result was in doubt almost until the last vote was counted. Mack and Frank were neck-and-neck all the way, Mack winning out by less than fifty votes. Rathbone was a good third and Burke, who made little effort in the campaign was fourth.

The results in the departmental elections for Directors and Conference Board members were in every case sharp and decisive. Much interest was shown in this phase of the event, and it is felt that increased attention and responsibility have settled upon these offices, together with a larger conception of their importance.

Treasurer

In his Victory Rally speech, President McGuirk said the election showed that the men want a progressive and growing organization and that they believe the plans and policies underway are worthwhile.

Further, he made a strong plea for complete co-operation and spirit of helpfulness among the men. In fact, before election, he said he wanted no vote from a man who would not back him up. Thus, he declared that the result showed that he could depend upon the men for complete support at all times.

Secretary

The Employees Association of the Morse Dry Dock & Repair Company has begun the fifth year of its existence. In the past it has proved its importance to the men. It is their organization, run for and by themselves. Through it the best possible relations are maintained with the Company, and the interests of both the men and the Company are equally considered.

The Association also aids the men in coming to know each other better, as well as furnishing fun and entertainment combined with the more serious business of relief and assistance to members in need. It is the big, all-embracing organization in the yard and occupies a large place in the lives of all who work here, but it must have the unselfish support of all.

The Power That Makes Some Men Leaders

By Dr. William H. Faunce, President of Brown University.

THERE are two great truths that I have been learning more deeply in recent years and I am glad to set them down here. The first truth is: The natural inequality of men. Men are no more alike in their capacity to devise, administer and create than they are in the color of their eyes and hair. When all men grow six feet tall, all men may develop the same brain power and the same heart power. Some of the timber that is floated down from the forests of Maine on the broad rivers is made into masts of seagoing vessels, some into chairs and tables and some into cheap lead pencils. We cannot make sea-worthy masts out of lead-pencil timber. The inequality of men is one of the chief sources of our happiness and of all human progress.

When we form a social club, we base it on the idea of identity. We choose, as members, men of the same tastes, of the same ideas of comfort, of nearly the same financial standing, and we base the club on the principle of likeness. In the human family, on the other hand, everything is based on unlikeness. In the family some are old, some are young; some are the stalwart breadwinners and others lying in the cradle are simply love-awakeners. The glory of the family is that in and through this inequality all the members are bound one to another in mutual service. "All ye are brethren," says the New Testament, and brothers are never duplicates.

THIS forceful article appeared recently in a publication called *Builders*, issued by Lockwood, Greene & Co., and we are taking the liberty of appropriating it for our columns. Dr. Faunce, president of Brown University, of Providence, R. I., is the author. Read what he says as to why some men are leaders and you will understand more clearly why it is that some men get ahead and others lag behind.—Editor.

That leads me to the second great truth that we are still learning—the perpetual brotherhood of men. Human brotherhood seems at times to have been shattered by the Great War. The shattering, however, was not done by the war, but by the philosophy of life which came before the war. For many years in our popular literature we were taught that the law of nature is the law of battle. We were taught that nature gives no quarter, but that victory always goes to the strong.

We were reminded that the law is everywhere the same; in the forests the great trees struggle with the smaller until the smaller die; in the ocean the great fish prey upon the small without remorse; in the garden the weeds struggle with the flowers until there comes a frost and makes the Winter silence—and the inference is easy. Men have said: "If this is the law of nature, and the universe is founded upon the principle that the strong must win by force and the weak must go to the wall, then I will give no quarter to my competitors."

But he who says that the fundamental law of the world is the law of battle, has never looked into a bird's nest, for there he would see strength giving itself for weakness and experience giving itself for youth. Co-operation is just as much a law of nature as is competition. Any flock of birds that will not fly together as they go southward in the autumn shall all lose the way. Any flock of sheep that will not stand together in the Winter storm shall all perish. The world is so built that if there were any selfish species of animal life or marine life, that species would have perished long ago. Only creatures that stand together can stand at all. Only those that co-operate can continue.

Only human beings that recognize human brotherhood have any real chance of enduring success. The man that hopes for large achievement based on outwitting all his fellow men, climbing on their shoulders and standing alone, is doomed to the blackest disappointment. The man who hopes by rising to raise his fellows and expects by his own achievements to expand and interpret the human brotherhood—that is the type of man ever desired as a leader in the modern world.

SCISSOR THEFTS

Out Fishin'

A feller isn't thinkin' mean,
Out fishin';
His thoughts are mostly good and clean,
Out fishin';
He doesn't knock his fellow men,
Or harbor any grudges then;
A feller's at his finest when
Out fishin'.

The rich are comrades to the poor,
Out fishin';
All brother of a common lure,
Out fishin';
The urchin with a pin and string
Can chum with millionaire and king,
Vain pride is a forgotten thing—
Out fishin'.

A feller gets a chance to dream,
Out fishin';
He learns the beauties of a stream,
Out fishin';
An' he can wash his soul in air
That isn't foul with selfish care,
An' relish plain and simple fare—
Out fishin'.

A feller has no time for hate,
Out fishin';
He isn't eager to be great,
Out fishin';
He isn't thinking thoughts of pelf,
Or goods stacked high upon the shelf;
But he is always just himself,
Out fishin'.

A feller's glad to be a friend,
Out fishin';
A helpin' hand he'll always lend,
Out fishin';
The brotherhood of rod and line,
An' sky an' stream is always fine;
Men come real close to God's design,
Out fishin'.

A feller isn't plottin' schemes,
Out fishin';
He's only busy with his dreams,
Out fishin';
His livery is a coat of tan,
His creed: To do the best he can;
A feller's always mostly man,
Out fishin'.

Eagle A Unity

Seven Wonders of the World

The man who will work without being watched.

A sales manager who doesn't think he pays the old man's salary.

A salesman who thinks perhaps the quality of the material may have something to do with his making those large contracts.

A stenographer who knows punctuation and will look in the dictionary when she is uncertain about the spelling of a word.

A purchasing agent who doesn't think he does you a favor when he asks you to quote.

A new superintendent who will wait a week before installing a much better system than his predecessor's.

A boss who acts as if he wasn't.

The Rotarian.

To Whom It May Concern

Your nose may be battered, your jawbone nicked,
Your visage may be a sight,
But always remember you're never licked
While still you can stand and fight.
No matter how badly they mess your map,
It won't be beyond repair.
And it still is a chance that you'll win the scrap,
As long as the punch is there.

You'll make mistakes and you'll do things wrong,
The best of them always do;
But as soon as you get to going strong,
Your grit will see you through.
They smashed Paul Jones to a fare-you-well,
But he didn't observe "good-night."
He merely paused in his tracks to yell
That he'd just begun to fight.

There'll be plenty of folks to peddle gloom,
There'll be plenty of folks to say
That they see the terrible day of doom
Hurrying on its way.
But the fellow who knows that the fight is hard,
And still has the nerve to grin,
And never gets rattled and drops his guard,
Is the fellow that is going to win!

James J. Montague.

Co-Operation

Co-operation makes the difference between a pleasant working place and a grinding treadmill.

If you believe in co-operation and practice it, you come down in the morning feeling ready to put through a lot of work and to get a lot of fun out of putting it through. If you don't believe in co-operation, you come down hoping that at best you can scrape through the day without getting "in bad."

One way you come home at night feeling you have done something worthwhile. The other way you feel you've done somebody.

Why should there be any lack of co-operation when it's so much more sensible and profitable and so much easier to work together?

Simply because certain people get so close to their work that they lose their sense of perspective. They forget that the only thing that counts is to get the work of the whole organization done right. They think so much about their own particular work that they cannot see any other department. They're so anxious to avoid getting any blame themselves, that all they care about is getting the work out of their hands and letting the other fellow worry after that. Then the other fellow begins letting them worry.

Try to cultivate in yourself and the people about you the true spirit of co-operation. Think less about personal rights and department rights and more about the firm's rights and the customer's rights.

Meet the other fellow half way.

The Mirror.

Work

WORK is God's greatest blessing to man. Until you have learned to look upon your work, not as a curse, not as drudgery, not as a treadmill which you are compelled to turn laboriously every day, you cannot be really happy, you are missing the best that is in life.

No honest work need be drudgery, whether it be sweeping streets, making collars, or painting famous pictures.

Art is nothing but doing a thing in the best way it can be done.

Each one of us can be an artist at his and her work. All we need do is put our whole heart, our whole enthusiasm, our whole soul, our whole talent into doing it with the greatest care, the greatest skill and the greatest efficiency we can command.

Until we do this we can be neither successful nor contented, for Providence has ordained that, in order to be happy, we must do the best and the most we are capable of.

Loafers, whether rich or poor, do not know true happiness, do not know the sense of satisfaction which comes from work well done and done with a will.

Whether we find pleasure in our work or whether we find it a bore depends entirely upon our mental attitude towards it, not upon the task itself.

Forbes Magazine.

How the Smiths Won the War

FOOD, airplanes, propaganda and other agencies all were offered at some time as the balance of power, but the claims of the Smith family were overlooked. They were ready for the fight, however, 51,000 strong. An army by themselves were the Smiths who joined the colors. They outdistanced all competitors for the first honors, for the Johnson family only sent 29,000 members to the conflict. The Jones boys numbered a mere 22,500, running even with their rivals, the Greens. America's other prolific family, the Browns, sent 9,000 men to fight for Uncle Sam. The American melting pot also turned out 4,500 Cohens to help chase the Hun back of the Hindenburg line.

The Shipyards

Jean Atherton Flexner

They were a strong people: forests snapped and fell;
They fanned their flames to heaven, they dug their mines in hell;
They seared the sullen iron, they drilled the clanging steel,
And axes trimmed the pine-mast while forgers shaped the keel.
They were lordly people and flew their pennants high;
Those vessels churned the ocean and talked across the sky.
Marrow of earth was pounded to smooth anchor chain
For ships that carry thunder and ships that ferry grain.
Mountain depth and summit gave their toughest fruit:
Coal and beam and rivet—rust and dust and soot.
When all their fleets are ruined that tread the ways so proud,
The new pines on the mountain will be singing aloud.

In mules we find two legs behind
And two we find before;
We stand behind before we find
What the two behind before!

Exchange.

Irreparable Waste

DURING the past five years as never before have nations come to realize the irreparable waste of war. Years of productive effort, billions in treasure and millions of precious lives are thrown on the bonfire. For what? A settlement in the end. Arbitration,—nothing more.

Perhaps the defeated nation gives up a bit of land or some money, but in comparison to what has been lost, it is nothing. All have suffered heavily. A tremendous waste, when we stop to realize.

All the glory has gone from war. There is little joy in freezing and rotting in holes in the ground for weeks at a time. Men stand no show against present day engines of destruction.

Scientists say that in another great war, gas would be developed which would wipe out whole armies and whole populations. Gas masks and other protections would be useless. Experts declare that the economic structure of the world cannot stand another great war, that civilization would be literally wiped out.

Even now Europe is tottering on the brink of economic destruction. Many cannot see how those nations can recover from the terrific waste of the war just closed. Our own country with her marvelous resources and productive power is not out of danger. We as individuals, many of us, are now suffering because of the war.

What is the answer to this? How can this waste of power, men and money be avoided? The answer is in one word,—arbitration. Nations *must* arbitrate or be destroyed.

Then, all that in the past has been crammed into the maw of destruction, will be used for education, increased production and benefit to mankind. The world will progress as the United States did during the fifty years preceding the war.

Akin to war among nations is the strike in industry. It is irreparable waste. All parties lose. The employer loses production and profits while his plant is idle. The consumer loses the added cost of goods. And the striker loses, even though the strike is successful, he loses his wages for a greater or less period.

Let us suppose that a strike involves a ten per cent increase; that it lasts five weeks, and is successful. It will take the strikers one full year at the increased wage to make up their loss of wages during the strike period. Even though the union furnishes a stipend, it comes from a fund paid out by those same strikers in the past.

It is estimated that labor lost $750,000,000 in the United States in 1919 through strikes. This is the equivalent of $185 for every union worker in the country. A still more striking example is that for ten average strikes, workers of the United States Steel Corporation could buy all the common stock of that vast enterprise.

President Roosevelt once said: "Our chief labor troubles come from mutual misunderstanding, from failure to appreciate one another's point of view. In other words the great need is fellow feeling, sympathy, brotherhood; all that naturally comes from association. Every American should understand and work with his fellow citizens, getting in touch with them, so that by actual contact he may learn that fundamentally he and they have the same interests, needs and aspirations."

Our plant is indeed fortunate in having an organization especially designed to promote understanding and co-operation. Through the Conference Board the officers have a chance to know the men, to learn their needs and desires, and to make clear to the men their employer's situation and problems.

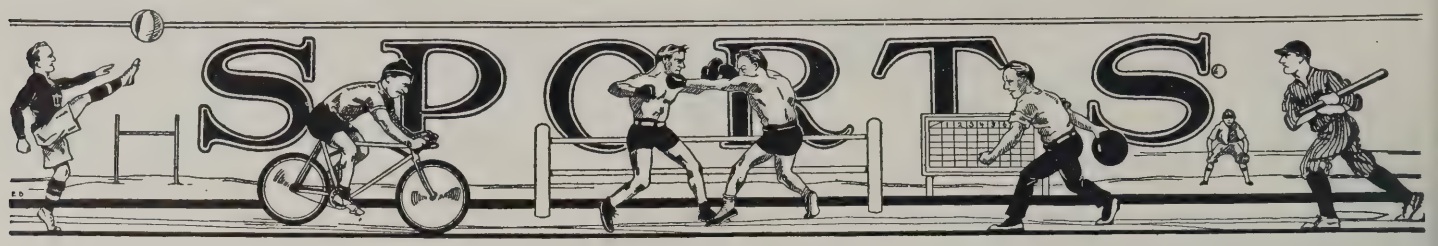
The men have an equal opportunity to air their grievances, to make themselves understood as well as come to understand their employer's point of view and difficulties.

In effect the workers are co-directors of the company. For all there is ample chance to attain what Roosevelt said is the greatest need,—mutual understanding.

With all willing to be fair and to act for the best, there is no chance for a strike here. Certainly nothing more could be gained by a strike, for there would be arbitration in the end. The only difference would be a tremendous and irreparable loss, loss to employer, the country, and the workers.

The time is coming, if it is not already here, when industries like nations *must* arbitrate their differences, must reach a mutual understanding *before* the strike waste. The world cannot permit an avoidable tax upon civilization.

We of the Morse yards can well say that through the Employees Association our plant has reached a high point in the advance of industrial relations. Let's each of us fulfill his obligations. Let's boost the Association.



Apprentices Open Season.

THE Apprentice Baseball Team opened the season Sunday, April 9, with a practice game against the Van Siclens of Brooklyn. Our lads tried out various men in the different positions and used the game to get a line on their playing ability. They lost the game, but according to the rooters, they gave an exhibition which promises a fast, scrappy team and one Morse fans will watch with great interest.

The bright and shining feature of the contest was the showing of J. Colletti, who as the third pitcher to toe the rubber, held the opponents to no runs. He looks good for future work in the box.

The other players were C. Ambriano, 1b; (manager); A. White, p, lf, (captain); C. Kelly, p, rf.; T. Fanroth, c; F. Hanson, 2b; G. Misset, 3b; L. Brosile, cf; W. Mahers, ss; V. Knopp, lf, rf, ss; F. McKenzie and F. Sangorgio, substitutes.

At the Prospect Park Parade Grounds every Sunday afternoon, the Apprentices plan to meet teams of their class. They promise some fine games and are anxious that Morse fans come out and back them up.

Office Wins Bowling Title.

THE Office team is the winner of the Bowling Championship for 1921. Taking the lead early in the season, it has been pushed at times by the Inside Machinists, the Timekeepers and the Carpenters, but in the last month it has drawn away from all rivals and copped the title.

In this classy aggregation of bowlers are Cy MacLaurin, Fred Taylor, Henry Rochelle, Frank Rose, Jake Moores, Otto Spear and M. W. Mead, and they claim they could have gone a much faster pace had their rivals made the competition keener all the way.

With the coming of warm weather and the championship decided, interest in bowling lagged somewhat during the latter part of the season, yet those who had taken part in the major part of the schedule were unanimous that the season furnished good fun and a fine winter sport.

Boxers Entertain Fans

SEVERAL fast boxing bouts rounded out the evening following the business meeting and vaudeville at the Annual Meeting of the Employees Association, March 30.

The opening was a three round go between Irish Jack Smith and Battling Ryan. Smith floored his opponent in the first round and it looked as though he could have knocked him out, but he eased up in the last two rounds.

One of the best bouts of the evening was that between Karchner, protege of Jack Byers, and Young Kaboni. This was all Karchner, according to the opinion of the fans, and the lad looks like a comer.

Other fights were between Henry Micks and Young Delayo, in which the former had a shade the better of it, and Michael Maff and Tommy McGowan showing up equally well.

Billy Burke Honored

A Sporting event of unusual interest to Morse fight fans was the opening of the Bay Ridge S. C. at Fifth Avenue and 100th Street on April 1 with our own Billy Burke as matchmaker.

The affair was a big success with a record crowd, including many Morse fans, present. The four bouts resulted in three knock-outs testifying to the "punch" and spirit of the occasion.

The feature of the evening was the presentation of a floral horse-shoe to Billy Burke from the Employees Association of the Morse Dry Dock & Repair Company as a testimonial to him for his constant and untiring efforts as matchmaker for the entertainments of the Employees Association. The Committee which had charge of this tribute to Burke included Frankie Mack, Joe Frank and Charlie Jennings.

Frankie Mack made the presentation speech, paying high tribute to Billy Burke as a man and as a boxing promoter, telling of his unselfish work at all times for the Employees Association.

Several Morse fighters were principals in the evening's bouts. Happy Gorman of the Hull Department, known as Young Happy, knocked out Young Monte in the first round of their six-round go.

Tommy Tobin knocked out Young Kramer of the Pipe Shop in the third round of what was supposed to be a ten-round bout.

Young McGowan, formerly of our Carpenter Shop, won on a foul from Mike Shea in the eighth round of their battle, after a fine show of science and speed.

In the feature scrap of the evening, Young Stewart of Ridgewood won a knock out decision in the first round over Sailor Joe Daly, formerly of our Pipe Shop. Many declared it was a foul blow, but if it was, the referee failed to see it and credit for a knockout was given.

Sid Leslie, formerly a chauffeur in this yard and now captain of the Guaranty Trust Track Team, continued his wonderful winning streak by capturing the 1000 yard race at the A. A. U. games March 19 at the Madison Square Gardens. This makes him A. A. U. Indoor Champion for the 1000 yards.

Franklin—Being ignorant is not such a shame as being unwilling to learn.

Turn In Sport Items

AS the only baseball team representing the yard during the coming season will be the apprentices, and Morse players will be engaged with various teams here and there, it will be increasingly difficult to follow the doings of our athletes. We shall therefore look more and more to the men themselves to help us by turning in items. Boost the Sport Page. Tell it to THE DIAL.

Among The Fighters

JACK BYERS, now working in the Truck Garage office, is manager of several young pugilists who are making good. Among them is Young Hepburn of the Machine Shop. This promising lad fought a draw on March 19 with Tommy Tobin, and was booked for some fast matches including a return battle with Tommy Tobin on April 5, one with Young Murray at the Woodhaven Club on the 12th, and one with Johnny Molonari at the Ridgewood Club on the 19th. All three had to be cancelled, however, on account of an injured side.

Young McGowan, who formerly worked in the Carpenter Shop here, fought a ten-round draw against Frankie Pitcher at the Jamaica Sporting Club on April 2. He sustained a strained shoulder in that match and was forced to cancel his fight with Young Shea on the 8th at the National Sporting Club.

But Jack Byers wouldn't be a real promoter if he could not always promise something new. Here it is. He says he is going to spring into the limelight three amateur champs known all over the country. They have won many cups and are now to clean up the biggest men in their class. "And they can do it," declares Jack. "They will take on anyone 155 to 158 pounds."

Dock Hands Spring Surprise

AN enthusiastic Dock Hand writes the following account of a bowling match at the weekly tournament in the Association series, March 21: "A little surprise for the Timekeepers by the Dock Hands. Louie Hohorst, the water man, got the Timekeepers' nerve by trying to get a five dollar bet that the Dock Hands would beat them. They only laughed it off, but they lost their smile as well as the game.

"Louie with his hook and Lutz with his left funny twist helped. Ed Knipe had a new bowling wrinkle and led the bunch. J. Kelley, assistant dock master, fell in line, not doing as well as usual, but pretty good at that. J. Lansing, soft slipper bowler and full of pep, helped to pull the bunch through as always.

"The Dock Hands also handed a trimming to the Carpenters. Keep your eyes open and watch out for the Dock Hands. They like hard work and lots of it."

Capt. Walter C. Abrams, recently Electrician here and member of our band, is now leader of the Twelfth Regiment Police Reserve Band which numbers sixty-one pieces. This organization has about fifteen former Morse musicians and it has won highest praise in every appearance since it was formed about two months ago.

Joe Lowe in the Employment Office asked a newcomer, "Where do you live, lad?" "Richmond Hill." Chief Meyers, "That is a long hill for one hill, isn't it?"

Goerke—"What is worse than finding a worm in a chestnut?" Willis—"Finding half a worm."

We Don't Blame Him A Bit

WHILE THE DIAL is not conducting a matrimonial bureau, nor spreading abroad the charms of young ladies, we print the following letter which we received from Capt. Kirby as showing how closely our little paper is read in all parts of the world.

The picture of Miss Eileen Kirby, daughter of Capt. Kirby, of our Tow Boat Service, was printed in the March issue of THE DIAL. Sometime later Miss Kirby received this letter dated at Gothenburg, Sweden, March 23, 1921. We omit the name of the sender.

"My dear Miss Eileen: You will excuse when you have seen the reason why. I saw today a picture of you in THE MORSE DRY DOCK DIAL to which paper my company subscribes, and I was certainly surprised to see that a girl like you exists. I should be only too glad to get a few lines from you and if possible a photo. Enclosed you will find a photo of me.

"Give my regards to your father, Capt. Kirby, and I wish him the best of success. I have followed him in THE DIAL a long time. If I am allowed I will not fail to visit the Morse Dry Dock when I come over there in 1923. I am engaged with one of the biggest shipping companies in Scandinavia, and you will understand no doubt that a shipping man needs experience in foreign shipping.

"If you are in a bad humor when you have gone through this letter, you ought to put it in the paper-box, but if you are in a splendid humor, don't fail to reply.

"So long, oh long, how long."

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Noted Visitors Here

MRS. C. H. BAILEY of Stelvio-Newport, Mon., England, and her secretary, Mr. Cooper, were recent visitors to our yard. Mrs. Bailey is owner of large dry dock and ship repair interests in England and is said to be the only woman in the world engaged in this work. Both she and Mr. Cooper were much impressed by the cleanliness, orderliness and facilities of our yard.

Mrs. Bailey's business partner and general manager of the firm, which has yards at Cardiff-Newport and Barry, England, is Mr. W. Graham of Barry Island, a friend of Capt. Frederic C. H. Arentz, our Scandinavian representative, who conducted Mrs. Bailey and her secretary on a tour of the Morse plant that they might see our methods and facilities.

Viewing Our Plant.

Pictured above (left to right) are: Capt. Frederic C. H. Arentz, Morse representative; Mrs. C. H. Bailey, who is said to be the only woman ship repair yard owner in the world; and her secretary, Mr. Cooper.

What We Are Up Against

THAT an American vessel is having a $175,000 repair job done at Bremen is indicated by a letter published in the British *Shipbuilding and Shipping Record*. A British engineer who writes the letter says he is employed on the work and that the Germans are doing the job thoroughly and are working continually three 8-hour shifts a day. The wages, he says, are from about $1.12 to $1.28 an eight-hour shift, at the current exchange rate. "How differently they work over in England," he comments.

—Marine Journal

Roach Issues Challenge

CAPT. DAVID ROACH, Chief Pilot, who under the able guidance of Capt. Kirby as campaign manager ran independently for the office of Treasurer of the Employees Association in the recent election and failed to poll a single vote, harbors a mild sort of grudge against his successful rival for office, Mr. Mead.

Both Capt. Roach and his campaign manager claim that a frame-up took the latter away from the yard the day of election on the yacht *Cigarette*, thus preventing some very effective last minute campaigning.

Latest word from the Tow Boat Office is to the effect that Capt. Roach is out for revenge and will employ the manly art of argumentation. It is reported that he has challenged Mr. Mead to a debate upon the question of the difference between the male and female turnip.

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An evelope addressed to this office from the Hull Department contained a parchment printed in Chinese script and labelled "MacFarlane's alibi." We have not read this interesting document yet, but we trust that the Hull Department is perfectly satisfied with the sentiments expressed therein.

Dominick J. Papa, 4017 Twelfth Avenue, Brooklyn, sends the following letter of appreciation to the Employees Association: "I wish to take this means of thanking all the members of the Association for the sympathy shown during my recent bereavement."

Mrs. Helen Engstrom of 478 Forty-fourth Street, Brooklyn, sends the following letter of appreciation to the Employees Association: "Your kind expressions of sympathy are deeply appreciated and gratefully acknowledged."

Charles Bullock, Chauffeur, went to Westerly, N. J., on his honeymoon and liked the place so well he asked his father to buy him a house there.

Miss Badger of the Payroll Department was out two weeks on account of illness.

According to President McGuirk, the Open Air meetings of the Employees Association held so successfully last summer, will be started again this month. Plans are being considered for a Block Party with dancing in the yard between the shops.

Duty comes before pleasure even in the dictionary.

Report of Relief Work

THE report of the Relief Committee by Frank Falconer, Chairman, showing the work done during the months of January, February and March of this year is printed below.

Disbursements as follows: No. 22017, Chain Gang, $50; No. 1586, Shipfitters helper, $40; No. 7138, Joiner, $40; No. 1608, Bolter up, $40; No. 20159, Storeroom helper, $40; No. 10700, Laborer, $40; No. 3377, Sheet Metal Workers helper, $40; No. 30316, Laborer, $40; No. 2061, Chain Gang, $40; No. 20987, Riveter, $40; No. 346, Outside Machinist, $50; No. 4031, Outside Machinists helper, $40; No. 21519, Shipfitter, $40; No. 21618, Shipfitter, $40; Carpenter (deceased) $50; No. 445, Outside Machinist, $40; No. 21505, Shipfitter, $40; No. 486, Outside Machinist, $40; No. 30622, Laborer, $30; No. 10700, Laborer, $40; No. 6529, Carpenter, $40; No. 23124, Pipe Coverers helper, $50; No. 4495, Pipefitters helper, $30; No. 21194, Chipper and Caulker, $40; Office, Cost Clerk, $20; No. 22479, Machinist with Welders, $40. Total $1040.

Amounts collected during this period as follows: Credit balance on hand, $22.95; January 4, $125.60; January 18, $123.85; January 25, $103.85; February 8, $119.40; February 15, $122.70; February 22, $121.25; March 1, $116.80; March 15, $85.90; March 22, $83.90. Total $1026.20. Debit balance $13.80.

Six applications were on hand for consideration March 30, and seven had not been approved.

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New Assistant Editor

WE are printing a picture of the new Assistant Editor of THE DIAL so that our readers will better know him. Mr. Record, who came to us after much experience in newspaper work in Worcester, Mass., and other cities, has taken hold of the work with zeal and will appreciate every bit of assistance given him by the members of the big Morse family of workers, to the end that we can continue to make THE DIAL the most interesting publication of its kind printed.

Don Record

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Mrs. John O'Brien, 2527 East Sixteenth Street, Brooklyn, sends the following letter of appreciation to the Employees Association: "I wish to thank you one and all for your past kindness to Mr. John O'Brien and myself during his long illness."

James Kerr, 543 Fifty-fifth Street, writes the following letter of appreciation to the Employees Association: "Mrs. Kerr and I wish to thank the Morse Dry Dock Employees Association for the kindness and sympathy shown at the death of our daughter, Catherine Kerr, and for the beautiful floral tribute."

Joseph Plant of the Carpenter Shop, who has been away sick for several months, was a visitor to the yard on Election Day and enjoyed witnessing the voting and election activities. He said it reminded him of a few years back.

Attains His Goal

TEN years ago Harry Coleman of the Outside Machinists arrived in the United States penniless. He came from London bringing his wife and daughter, and together they faced the stern necessity of making a living.

But, more than that, Harry had an ideal. He wanted to own a farm.

The story of getting a job, the early struggles, putting by savings in small amounts, increasing the size of the pay envelope by hard work, is a story of grit and definite purpose. A little more than four years ago he came to work in the Morse yard and steadily his earnings and savings grew.

Today he owns a farm. His courage, perseverance and hard work have won the attainment of his goal.

This summer he plans to take a few summer boarders for whom the farm is splendidly suited. With its forty acres of broad fields and woods, a sparkling brook, and a lake nearby for fishing and bathing, it promises a taste of real country life for rest and recreation. Berries, milk, eggs and produce raised right on the place together with fine home cooking will make for real living.

The farm is situated up the Hudson in a beautiful country seven miles out of Newburgh in Savilton, Orange County. Mr. Coleman is enthusiastic about the prospect and aims to make the place for all the delightful paradise of his dreams.

—o—

Invents Gas Ejector

THE problem of clearing the oil tankers of the dangerous gases before burners and riveters are allowed to begin work, is one of vital interest to all concerned, especially from a safety standpoint.

Various methods have been used, including the steam method, but cases have been met when all plans previously used here have failed. Naptha gas, for instance, is made even more dangerous by the use of steam.

Rising to the occasion in meeting an emergency recently offered by this latter problem, Austin Fales, foreman of the Pipefitters, developed a simple, but practical device which has done excellent service.

The apparatus consists of a long canvas tube open at both ends and with two holes near the lower end. This is let down into the tank to be cleared of gas, and a compressed air line is introduced at the lower end of the tube. When the air is turned on it creates a terrific current up the tube and the gas in the tank is quickly drawn through the openings in the canvas tube and forced up out of the tank.

The effectiveness of the device has been a big aid to the work of making the tankers safe for work, and it is an excellent illustration of the resourcefulness of our workmen.

—o—

Several former employees have expressed the wish that they could continue to receive THE DIAL after leaving the employ of the company. In the cases which have come to our notice, we have allowed them to subscribe at $1.50 a year. While we send THE DIAL free to all our employees, we want it understood that we will send it to former employees who wish to pay the subscription price of $1.50.

—o—

Ordinary application to your job will make you just an ordinary fellow in it. Who wants to be just the ordinary fellow?

OF all the people in the world *your* Uncle George has no use for, *they* are the ones who get our goat. *They* are the limit. Who are *they*? Search me, Buddie, but dontcha know when a guy raises himself a little above others some gink will come and whisper in your ear, *they* say he this and *they* say he that, and nobody ever knows who *they* are.

Many a guy's rep has got a black eye because some gink tried to make interesting conversation which generally began with "*they say*" and wound up with "Now, don't repeat my name." He doesn't tell ya not to repeat the story, though!

If a guy is sure of a story and can prove it, he doesn't hafta say, "Don't repeat my name," and in ninety-nine cases out of a hundred the story that starts with that phrase or its sister *they say* is either a damnlie or grossly exaggerated. If ya can't repeat the name, don't repeat the story.

They say has killed many a guy's chances and busted up many a home. Sprinkle a little chloride of lime around the shop and keep this kind of vermin away.

Popular Foreman Leaves

JOSEPH A. HARGREAVE, foreman of the Machine Shop Gallery, has left to go into the taxi business in Wilkesbarre, Pa. He came here six years ago as a lathe hand, but showed such ability that he was soon made a snapper, and when Charles Holmberg went downstairs, Hargreave was made foreman of the gallery. He lived with his wife and four year old daughter, Mary, at 6020 Fifth Avenue and Sixty-first Street. Mary is a clever little toe-dancer. The boys in the shop join in saying he was a prince of good fellows, known for his ability to promote co-operation and good feeling throughout the department. All wish him the best of success in his new undertaking.

—o—

The September issue of THE DIAL will be a Vacation Number. At that time will be printed snap-shots and quips about our employees while on their vacations. You are all invited to join the array and help make this the snappiest number of the whole year. Let THE DIAL use your snapshots. Tell us about your good times. Pass the fun around. Send the pictures to us early.

—o—

Success is ten per cent opportunity and ninty per cent hard work.

Safety First

THE safety of the workmen in the Morse plant is of vital importance to the Company and to the men themselves. A single life lost is a misfortune which cannot be reckoned. The productive detriment to the world is great enough, but the loss to the family and others is irreparable.

An injury is of like importance. The waste of power and efficiency, and the burden of the injured man to himself and others is reason enough for utmost care.

THE DIAL emphasizes Safety First each month on its third cover page, and the importance of taking every precaution to prevent accidents is brought home to the men in other ways. Special efforts are made by the Company to make the plant as safe as possible for the workmen.

One danger of very great importance is that of a gas explosion in the oil tankers which come here for repairs. To J. S. Kavanagh, the Company chemist, falls the task of detecting dangerous gases in these vessels and determining when it is safe for men to begin to work on them.

The lives of many men are entrusted to his knowledge and responsibility. Should he fail to detect a dangerous gas and permit the burners and riveters to begin work, we shudder at the possibility. Men and ship might be blown to bits.

However, his excellent training in chemistry, his experience with explosives as a DuPont employee, and especially his knowledge of gases gained in the mines of Virginia, are a strong assurance for the safety of our workmen when his orders are followed to the letter.

In addition to this important side of his duties, Mr. Kavanagh is carrying on research work and experiments relating to various phases of the activities in the different departments. Although he makes his headquarters in his laboratory on the top floor of the Sheet Metal building, he is likely to be found at any hour of the day or night at work on the ships or about the yard.

Mr. Kavanagh composes another of our departments, which though carrying on its work quietly and with little blowing of trumpets, is nevertheless a vital factor in the welfare of all.

—o—

Acknowledgments

Mrs. William Carl, 1970 Fulton Street, Brooklyn, writes the following letter of appreciation: "I beg to thank the Association for the money so kindly sent. It was very much appreciated at the time of my trouble."

William Carl, one of the oldest members of the Pipe Covering Department, died March 19 at Saint Mary's Hospital. He was a skillful workman, always willing and cheerful, and he will be greatly missed by his many friends.

William A. Bush, Conference Board Member from the Pipe Coverers, sends the following letter of appreciation to the Relief Committee of the Employees Association: "The Pipe Covering Department wishes to thank Mr. Benner and the Relief Committee for the prompt attention given the case of William Carl, who died at Saint Mary's Hospital March 19."

Attention is called to the importance of the Bulletin Boards at the Main Gate. They are designed to serve you. Read them,—it takes but a minute—and from time to time they contain information of vital importance to all.

Money as a Table Topic

THIS is a true story about a little boy who was used to hearing one topic, and one only, as the topic of conversation at the family board when there were no guests present.

He is a grown man today, but he still remembers vividly, he says, the unhappy times at the table when he was a little chap; times when his pretty mother pushed her plate away, propped her elbows on the table and cried into her napkin; times when his handsome young father pushed *his* plate back and stormed and frowned. And always about money.

One day he could stand it no longer. He slipped down from the table, unnoticed by his parents, ran to his little room, and came back with his bank. It had seventy one cents in it—his all. But with a manly gulp he blinked back his tears and handed it to his father.

"Here, daddy," he said gravely. "Take this and please don't scold Mummy about the bills any more."

Not all the Daddies in the world scold all the Mummies about the bills—for fortunately, all the wives are not so childishly, foolishly extra extravagant as was this particular pretty, vain and rather silly Mummy.

Quite often it is the Mummy who scolds the Daddy about the sinful amounts of money *he* wastes. Or they both scold the little boy, in an awful duet, about the terrible way he wears out his shoes, and the awful price that shoes cost now-a-days, and isn't he ever going to learn to be a little careful of his nice clothes, anyhow.

Or they ignore the little boy entirely, and engage in a sad, cross conversation about the bigness of the gas bill, and the price of this beefsteak, and the way that robber the landlord is overcharging for this apartment, and the prohibitive cost of new clothes.

Naturally every pair of domestic partners must have some serious talks about the family finances. Every organization, whether it is a big business corporation or just a pair of Newlyweds, must know just how much money there is to its credit and make plans concerning expenditures. But the table is no place to do it, especially, if there are others present, either guests or children.

Doctors tell us that digestion depends largely upon serenity. Slow eating and a cheerful mood, with laughter and happy conversation, go far towards helping digest even an unusually rich meal, which probably explains why people survive such great feasts as Thanksgiving and Christmas dinners: there is plenty of time to eat slowly, and the holiday spirit makes everybody cheerful.

If there are children in the family, meal time is a good time for them to tell their day's experiences, and learn to converse with adults in a clear, intelligible and interesting fashion. The old idea that "children should be seen but not heard," resulted too often in making them very shy and backward, so that they found social intercourse an ordeal when they were deemed old enough to go about.

Nobody admires a forward, "smarty" child who wants to chatter all the time and monopolize the entire conversation. On the other hand, a child who can simply and without shyness converse in a clear and interesting fashion with adults is a delight, and children should be encouraged to talk well, tell a story without forgetting the point, and then listen respectfully and intelligently to what the elders say.

Make meal time in the home a happy time, an interesting time, a time of bright interchange of ideas and good stories. Don't spoil it by talking over the family bank account.

That Rich Brown Look

THE eye has almost as much to do with our enjoyment of foods as the palate, and for some reason or other things which have a rich brown look are more appetizing looking than a paler product.

Baked beans that are very brown seem a hundred times better than pale tan ones. Likewise a fairly dark broth is more to be desired than a pale one.

Pale gravy is never so attractive as a rich, dark brown gravy, yet some meats, such as chicken, veal or lamb, especially when boiled, absolutely refuse to yield any brown coloring matter whatsoever. What is to be done?

The answer is simple. Color them!

There are several good flavoring sauces on the market which give flavor as well as that desirable rich brown color. Some women in a pinch even add a little strong coffee to a pale and sickly looking gravy.

A jar of extract of beef paste, which will keep for months in a cool place, is a convenient first aid to pale stews, as one teaspoonful dissolved in the gravy quickly turns it from blonde to brunette.

Don't use too much water when cleaning a linoleum or oilcloth covered floor. The water may get underneath at the edges and will in time rot the fabric. Use a cloth or mop wrung fairly dry to clean such floor coverings.

Nuts and raisins make a good dessert, either for the lunch box or for the dinner table.

Press girl's hair ribbons under dampened tissue paper.

Diet in Relation to Teeth

THE mother who wants her children's teeth to come in strong and perfect, so that they will last their owner a life time instead of only a few years, will pay as much attention to their diet as to the morning and evening brushing.

Of course cleanliness *is* important. And because the child will have difficulty in keeping the inside of his mouth free from an accumulation of tartar, he should not only be watched to see that he does his daily tooth brushing regularly, but sent to a dentist for a thorough cleaning three or four times a year.

Look into the child's mouth frequently, and whenever you see the insides of the back teeth look black around the gums, send the child to the dentist right away. If the blackness is only dirt and tartar, the dentist can quickly scrape it away and leave the tooth clean. If the black means decay, the dentist can fill the place and prevent the decay from spreading. An ounce of prevention is worth a ton of cure in the matter of teeth.

However, cleanliness is only *one* factor in good teeth. The diet is very important.

The child under fifteen, who is still cutting teeth, should drink one or two glasses of milk regularly every day. Milk is very good for his general health and muscle building, but it is especially valuable to furnish tooth material.

Bran or whole wheat bread is also much better for children until after their teeth are all cut, than white bread. White bread tends to use up all the alkali from the mouth for digestion, leaving the mouth acid, and causing decay. Sugar and candy also cause decay. Green vegetables are necessary.

Baked Apple Dumplings

DELICIOUS apple dumplings can be quickly made with ordinary biscuit dough. Pare and slice, or chop your apples first, then make your biscuit dough. Roll fairly thin and cut into squares about six inches square. Put about two tablespoonsful of the chopped raw apple in the center of each square, cover with sugar and cinnamon mixed, and bring up the corners to meet over the top, pinching the dough together a little to make each dumpling stay closed. Bake about twenty minutes, or until the crust is a nice golden brown.

Serve hot in soup plates with a sour sauce or a pitcher of milk which has been sweetened and flavored either with a few drops of vanilla or a grating of nutmeg. As these dumplings absorb a great deal of milk, you should allow about a quart of milk to six portions.

These dumplings are perfectly light and not too rich for children.

A PAGE FROM THE ASSOCIATION'S YEAR BOOK

By Edwin E. Donnelly

McGUIRK LANDS THE BACON FOR THE 3RD TIME
THE CLOSER I GET TO THIS GUY THE FASTER HE TRAVELS
O-BOY THIS BIRD IS MAKING ME RUN - I'LL TELL THE WORLD
C'MON, JOE IT'S YOURS AGAIN - HOP RIGHT IN
PRESIDENTIAL CHAIR
CHARLIE JENNINGS McGUIRK'S CAMPAIGN MANAGER
1921-1922
EMPLOYEES ASSOCIATION
DONT GIVE UP JIMMIE, THEY'RE LIABLE TO FALL YET
BRESNAN
PUFF-PUFF
MAC FARLANE
PEARSON
McGUIRK
TOM CAVANAUGH PUTTING UP THE DOPE ON ELECTION DAY IN THE HULL DEPT
MINSTREL GOING FAIRLY WELL BUT IS TIRING RAPIDLY
MacFARLANE THROWS OFF DIVING SUIT
HERE YER AR BOYS RIGHT FROM THE FRONT-
McGUIRK STILL IN THE LEAD
MacFARLANE "NAG" BREAKS ON CEE-A-WAY GARTERS SLIPPING
MINSTREL NOW LOOKS GOOD FOR 2ND PLACE
TRACK - FAST WEATHER CLEAR
McGUIRK GETS OFF TO A GOOD START
MACK-75 FRANK-100 MACK-125 FRANK-150 MACK-200 FRANK-225
WHO'S WINNING HERE - AL
SIMONDINGER
FASTER AL FASTER
FRANKIE MACK
RIGHT
CHECK
JOE FRANK
OUR OFFICE STENO'S
CANDIDATE'S FOR VICE-PRESIDENT WATCHING THE BALLOT COUNT
SEEN IN THE POLITICAL PARADE THROUGH THE YARD
MISS BRADY
BANG
BOME
BANG
MISS ANDERSON
MISS REMSEN
MISS HAYES
-CLANCY-
E. DONNELLY
ONE OF THE ENTERTAINERS AT THE LAST ASSOCIATION MEETING -, OFFERING HER LATEST SONGS WHICH PROVED A BIG SUCCESS, "ASK DAD" HE KNOWS -
OH-O-O, I WANT 'ER BE LOVED BY A DADDY LIKE YOU-
O-BOY, I DIDN'T THINK THEY MADE EM THAT WAY ANY MORE -
STEP-UP MORT, STEP-UP!!
MAKE IT SNAPPY MEAD, THE BOYS ARE ALL WAITING
McEWEN
CRAWFORD
MEAD
BENNER
HANNAVIN
LOWE
DR. WYNN
SWEET DADDY-!
GO AHEAD MEAD - DON'T HOLD UP THE WORKS -
NEXT -
HE MUST BE ALL RIGHT, HE'S MY MAN -
VOTE FER DAVE ROCHE FOR TREASURER BOYS HE'S THERE. I'M TELLING YER - YOU KNOW THE OLD SAYING GENTLEMEN - "GOOD THINGS COME IN SMALL PACKAGES -!!
OUR CHOICE LITTLE DAVE
VOTE FOR KIRBY'S CANDIDATE DAVE ROCHE
WILLIAM AND DAVE
DROP YOUR CIGARS FOR ROCHE IN THIS BOX
THAT'S WHAT I SED THE FIRST MAN THAT ASKS FER MY VOTE GETS IT -
NUF-SED SIGN HERE
JOE FRANK, CANDIDATE FOR VICE-PRES GETS THE ONLY WET VOTE IN THE YARD.
"GIP-AP MON-O-WAR"
CANG-WAY MEN - HERE COMES THE MASKED MARVEL -!!
LOOK US OVER BOYS -
GENERAL OF THE INVADING ARMY
GENERAL MacFARLANE ON HIS WAY TO THE McGUIRK CAMP.

Some of Our Old Timers

CAPT. ALEC MELVILLE'S father was Scotch and his mother was Irish; he was born in Glasgow and brought up in Belfast; for four years he was marooned amid Greenland's ice and now he's the skipper of the Morse scouting boat, *Emily*.

As a result of this unique combination of ardent heat and frosty cold in both heredity and environment, Captain Alec is at the same time the most kindly and the most sensitive of men. He has a cool brain and a warm heart. He will display the utmost in chilled steel nerve and intrepidity in his daily racing of the *Emily* against craft of rival concerns in the roughest of waters, and then go home and submit to the bullying of the four children that have come to him since when, at the age of 44 years, he acquired a skipper for his house boat.

It was 59 years ago that this oldtimer in the Morse service first saw the light of day in Scotland's industrial and shipping capital. Before he had taken stronger Scotch stimulant than milk his parents skipped across from the land o' cakes to the "most distressful counthree that ever you have seen," and in the capital of Ulster, Alec went to school and later to the shipyards as a shipwright.

Capt. Alec Melville

But his father died when Alec was ten and mother and sister —the former died about four years ago and the later is still in Belfast—were unable to curb the wild spirit of the lad, who longed for adventure and a sight of the world's wonders.

So he shipped as a cabin boy on a square rigger bound for New York, and since he didn't even say goodbye to his mother —he made this up later—Alec must be classed as a runaway. And he ran a long way too, for four days after reaching New York he signed as seaman on a whaler hailing from New London, the *Lizzie P. Simmons*, and inside of a few hours was on his way north on a voyage that kept him in the Arctic circle for four years straight. This was in 1880, and Alec was 19 years old.

Over in Belfast he had been on water as much as on land and was a crack oarsman. It was as a boatsman for the whaler that his thirst for excitement and adventure was indulged to a degree that Alec sometimes felt was decidedly overdone. Whales were plentiful in those days and by the time the ship reached a station maintained by her owners in Greenland, north of Baffin's Bay, she had 400 barrels of oil stowed away.

It was in the chasing, harpooning and "wearing down" of these whales that Alec got his overdose of thrills. A man in a whaleboat is always in danger and the wildest fiction along this line falls short of the reality as experienced by young Melville. His boat was towed at motorboat speed by wounded whales, sometimes forcing the cutting of the line; it was frequently smashed by a blow from the tail of the sea monsters.

Through more than six months of unbroken night and frightful cold of the Arctic winters Alec and his mates were cooped up in the Baffin's Bay post, four years in succession. One year they were frozen in on October 8th and did not break out for eleven months, the date being August 4. It was dark every day in that period except for about two hours of dusk part of the time.

Hunting for seal, deer, polar bear and other Arctic game was indulged in whenever possible, the men eating the meat and the company storing away the furs and hides.

Arrival of a Scotch whaler gave a chance to leave the Arctic and only one man of the company would agree to stay longer at the post.

Alec booked as a passenger to Halifax, ran down to New York and New London for his four years' pay, which included a share in the spoils as well as wages, and then he went back to see his mother. After a winter in Belfast he returned to New York.

Alec then went into the oyster dredging business, first hiring out, and later going into partnership with a friend. It was no parlor game, this hand dredging with iron-framed nets, but it almost seemed so to Alec after his whaling experience. He did pretty well at it but after some years Cupid took a hand and made Alec desire a land job.

Then it was that fate or chance brought him to Morse's some 14 years ago. Alec found a 75-foot spar adrift and after towing it in, advertised for the owner. It was from a vessel then at this yard, and after claiming it, the executives, appreciating Alecs honesty, told him he could get a job here any time he wanted.

So when Alec fell in love, he was then 44—and the older they are the harder they fall—he sold out as an oysterman and started here as a watchman. He soon got tired of that and was put on the *Why Not* as a deckhand. When, after another five years, Alec got a captain's license, he was given charge of the *Why Not* and went into the game of racing for ships with the Morse solicitors.

This was ten years ago and he has been going it ever since, standing at the wheel of the *Why Not*, *Say When* and finally the *Emily*, in their nip and tuck races each and every day and then going home at night to be bullied by his four youngsters, of whom a girl of 16 is the oldest.

—o—

John C. Edwards, formerly of the Receiving Department, is back in the fold. He is now assigned to night duty at the garage tuning up cars.

Rumor has it that Charles Henson of the Welders is downcast these days on account of losing five of his bankbooks on Third Avenue last week.

Friends say Joe Ives, Burning Department, tried to get a job in the Kosher Galley of the Mount Clay. He thought it would be a cinch.

Killing time is not murder. It is suicide.

Does Not Pay For The Dial

MISUNDERSTANDINGS are not uncommon and, because of the fact that they may spread and even cause much harm, it is one of the purposes of THE DIAL to call attention to them at once.

The idea has been expressed in the yard that the five cents deducted from the employees' envelope each week goes for the support of THE DIAL. This idea is of course wrong.

The nickel deduction each week pays the dues to the Employees Association as prescribed for in the Constitution of the Association.

THE DIAL is paid for entirely by the Company for its employees and is mailed to every employee absolutely free of charge.

—o—

Concentration

Can you slam a mental door in the face of all obtruding thoughts when you have an important thing to do? Many find it rather difficult to center their attention on a given object. Their minds go "woolgathering" and wander in any direction but the right one. While reading a book or a newspaper, it frequently happens that an entire page or article has been read and not a particle of the context digested. The eyes have passed over the words but no impression made in the reader's mental department. His thoughts have gone up the Hudson or down the Bay. But suddenly there is an awakening, a mental resurrection, as it were, the reader realizes that he did not concentrate and curiosity impells him to go over what he has read, in order to find out what it was really all about. Mind wandering can be overcome. A determined effort to concentrate will accomplish amazing results. In the future, just slam a mental door and shut out all distraction. Concentrate.

—o—

Oil Fuel

Let the filters open wide—
Do not touch the valves at side—
Keep the pressure on the pump—
And up the bally steam will jump.
If the smoke is black and thick,
Open up the fan a bit.
If the smoke is thick and white,
To slow the fan will be quite right.
For when sufficient air is given,
No smoke ascendeth up to "Heaven."
If the jets refuse to squirt,
Presume the cause is due to dirt.
Should the flame be short and white,
You have combustion clear and bright.
But should the flame be yellow and long,
Combustion is entirely wrong.
A wise man to his heating sees,
And keeps it at 200 degrees.
To have it more is not quite wise,
Because the oil may carbonize.
A little lower has been found,
To give a good result all round.
If the filters are kept clean,
No rise of pressure will be seen.
But should the pump kick up a ruction,
There's likely air within the suction.
The pressure governs the supply,
So do not keep it very high.
If these instructions you will follow,
You'll beat the other fellow hollow.

—o—

J. Kenefick, Inside Machinist, is a great admirer of Bill Brennan, the pugilist, but Jim Powers declares he is willing to stake his protege, Lavy Goldberg, against him anytime.

Treasurer's Annual Report

ACCORDING to the Annual Report of Mortimer W. Mead, Treasurer of the Employees Association, the finances of the organization are found to be in approximately the same state as a year ago, with a surplus of well over $2000. This is the more noteworthy in consideration of the greatly decreased income due to fewer men working in the yard.

The good financial standing has been maintained by sharp reduction in expenses and eliminating two costly playthings, the baseball and soccer teams. This saved the Association many thousands of dollars and while the treasury shows a net loss for the year, the surplus still assures a solid institution.

Folio	*Name*	*Debit*	*Credit*
68	Medicine Relief		$41.27
69	Death Benefits	$200.00	
88	World's Series B.B. Tickets	24.10	
93	Insurance		339.05
106	Mechanics Bank	1326.11	
116	Mr. M. W. Mead, Treas.	199.79	
147	Benefit & Relief a/c		82.30
148	Loan for Advanced Insurance	2824.60	
149	M.D.D. & R.Co., Loan		2000.00
260	Profit and Loss		2111.98
		4574.60	4574.60

Trial Balance as of March 21, 1921, is as follow:

Folio	*Name*	*Debit*	*Credit*
68	Medicine Relief		$41.27
69	Death Benefits	200.00	
78	Entertainments	2352.00	
88	World's Series B. B. Tickets	24.10	
93	Insurance		339.05
96	Bowling Club	503.50	
99	Band	48.23	
106	Mechanics Bank	1326.11	
112	Dues		8566.85
116	Mr. M. W. Mead, Treas.	199.79	
125	Annual Ball (1919-20)	1056.21	
126	Annual Ball (1920-21)	146.22	
131	Outing	113.35	
130	Athletic Field		52.80
142	Christmas Tree (1919-20)	120.50	
143	Christmas Tree (1920-21)	999.58	
144	Football (1919-20)		18.67
145	Benefit Stag		22.00
147	Benefit & Relief acct.		82.30
148	Loans for Advanced Insurance	2824.60	
149	Morse D.D. & Rep. Co. Loan		2000.00
153	General Expense	4562.57	
260	Profit and Loss		3353.82
		14,476.76	14,476.76

Closing entries of March 21, 1920, are as follows:

Dues	8566.85	
Athletic Field	52.80	
Football (1919-20)	18.67	
Benefit Stag	22.00	
To Profit and Loss		8660.32
To transfer above income accounts to Profit and Loss		
Profit and Loss	9902.16	
To Entertainments		8660.32
Bowling Club		503.50
Band		48.23
Annual Ball 1919-20		1056.21
Annual Ball 1920-21		146.22
Outing		113.35
Christmas Tree 1919-20		120.50
Christmas Tree 1920-21		999.58
General Expense		4562.57
To transfer above accounts to Profit and Loss expense.		

Profit and Loss statement for period ending March 21, 1921 is as follows:

RECEIPTS		
Dues	8566.85	
Athletic Field	52.80	
Football 1919-20	18.67	
Benefit Stag	22.00	
TOTAL RECEIPTS		8660.32
EXPENSES		
Entertainments	2352.00	
Bowling Club	503.50	
Band	48.23	
Annual Ball 1919-20	1056.21	
Annual Ball 1920-21	146.22	
Outing	113.35	
Xmas Tree 1919-20	120.50	
Xmas Tree 1920-21	999.58	
General Expense	5462.57	
TOTAL EXPENSES		9902.16
NET LOSS FOR PERIOD		1241.84

—o—

New Directors Meet

THE Board of Directors of the Employees Association, including the newly elected as well as the outgoing members, met in the Association Rooms April 8. Report of the Annual Election on April 6 was given by Joseph Johnson of the Board of Elections in the absence of Al Simondinger, Chairman of the Board. The report was accepted as read.

At the close of the meeting, President McGuirk thanked the Directors for their service and co-operation during the past year, and expressed the hope that the new Board would continue the good work, striving for the best interests of all.

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A Correction

IN the Employees Association Directory printed on page 11 of this issue, several errors occurred due to the form going to press before the directory had been revised in accordance with the election. The Plumbers should be in the department with the Pipe Fitters; the name of Joseph Bovine should appear in place of William Ulrich as Conference Board member from the Sheet Metal Workers, and that of Fred Lembke in place of George Russell in the Miscellaneous Department. The name of Joseph Toomey, Hull Department Conference Board member, is misprinted.

—o—

Richard L. Boyle, 462 Lexington Avenue, sends the following message of appreciation to the members of his department and to the Employees Association: "I wish to express my deepest thanks to the members of my department and to the Employees Association for the consideration and sympathy shown at the death of my boy, James Boyle, and for the flowers sent."

It is reported on very good authority that George Kaye, Assistant Cashier, is walking his shoes off and nearly acquiring gray hairs looking for an apartment in Bay Ridge. An apartment? Oh, cupid, you little rascal!

Some Vaudeville

A VARIED and snappy vaudeville program was that presented at the Annual Meeting of the Employees Association held in the Association Rooms on the evening of March 30. The entertainment was well advertised, and following as it did the nomination of officers, found the big crowd all set.

Master of Ceremonies George Drew first announced the appearance of Misses Monroe and Sears, who despite similar names do not claim relationship to the "Upstairs Clothier" or the C. M. O. P. (Chicago Mail Order Pioneer). These two girls played popular songs on the saxaphone, cornet, trombone and piano. One of the team played "Sloppy Vest" delightfully, according to several connoisseurs along this line. Anyway, these musicians made a decided hit, and Clancy, our famous violinist, even spoke to one of them.

Following this came Messrs. Brown and Tanner, lively boys, in a so-called "Cabaret Specialty." Tanner tickled the ivories and Brown tickled the crowd with his comedy songs. They closed with a pipe dream entitled "Poppy Girl."

Miss Ethel Hewitt landed with a bang. She sang and danced and even picked on the "brothers", when she pranced out into the audience. We won't tell everything she did, but all seemed to like the act.

The next feature introduced Briggs and Buell in comedy, dances and song. Eddie Hannavin nearly "busted up" the show by laughing out loud at their jokes.

Then came Fred Norbeck in his yodeling and ballyhoo specialty. He was assisted by Miss Louise Mayo, an excellent pianist and a bit of a song bird, too.

The final act was a whistling number. The Misses Peggy O'Niell and May Andrews chirped and made the room seem filled with sweet singing birds.

A review of the show would not be complete without praise for our orchestra. It played snappy, jazzy music throughout the evening and won hearty applause.

—o—

Act For Laborers

AT the meeting of the Employees Association March 30, it was voted to give the Laborers direct representation on the Board of Directors and Conference Board.

The matter was brought up by President McGuirk, who explained that this department was formerly associated with the Riggers and Dock Hands, but withdrew and since then had not been directly represented.

The motion to amend the Constitution so that the Laborers may elect their own Director and Conference Board members was passed without a dissenting vote.

Notices were later placed in the various shops that nominations for Director and Conference Board members to represent the Laborers would be made at the meeting of the Employees Association April 27, the election to be held as soon as possible thereafter.

—o—

The wife of George Minette, foreman of the Wood Caulkers, is reported very ill in the hospital. The sympathy of all goes out to the family, with the hope of a speedy recovery.

—o—

Thoughts are like diamonds, reflecting light in many directions. Thoughts that help, that inspire, that reflect the light of reason and justice, make clearer the pathway upward and onward to the best.

Mothers Day May 8

EACH year we set apart a day dedicated to the mothers of our land. It is right and fitting that we should do this. But, more, we should carry the honor of that day into every day of the year, expressing more of appreciation, making our lives worthy of the love and sacrifice that alone makes the best in life possible. Justly we pay high honor to the deeds of great men, yet, no greatness exceeds that of a true mother.

McCauley Is Hitched

FRANK McCAULEY of the Cost and Billing Department is back from his honeymoon trip to Niagara Falls. He married Miss Alice Anderson, a Bay Ridge girl and formerly a nurse at the Norwegian Hospital. The ceremony was at the Church of Our Lady of Perpetual Hope, Fifty-ninth Street and Fifth Avenue, at 3:30 P. M. on April 5. Friends in the office presented the couple with a mission clock as a wedding gift.

A near April Fool's joke was played by the boys in the Cost Department, when a "friend" called up on Friday previous to the wedding and tipped off Mac to come around to the side door at the marriage bureau and the "friend" would fix him up so he would not have to stand in line. It is reported that Mac might have fallen for it, had not the boys in the office let the cat out of the bag by laughing. As a result several had to dodge the telephone book.

Miss Freda Girard recently became typist and file clerk in the Dial office.

Miss Marion Hayes, secretary to Charles G. Hall, has been absent from the office on account of illness.

Carmine Constantine of the Cost Department was recently out sick for a few days.

Miss Helen McKenna, formerly of the Cost Department, has been operated upon for appendicitis. It is reported that she is recovering nicely.

Danny O'Donnell of the Timekeepers bought two bunnies for Easter. Jim Welden asked what he was going to name them, and Danny said, "Jim and Dan, after you and I."

George Bolin, formerly of the Disbursement Department, called up recently to say he is now in a large New York law office and that he is well, happy and prosperous.

Mr. Bruns of the Disbursement Department is said to be very fond of physical exercise. When he gets his books finished in daylight, he walks all the way to Long Island depot.

The Disbursement Department is gradually adding to its art gallery in Room 109, of which the members are very proud. It now has framed pictures of the *Minnesota* on dry dock, the old *Oceana* at Pier 4, the *Cuba* at sea, and men in the Machine Shop carefully measuring their work, this latter picture bearing the caption, "No guess work here," which is the motto of the Disbursement Department.

The Office Cat Says—

Miss Catherine Collins is a firm believer in the return of the spirits, it is said.

Lost,—one orange! Finder please return to Miss Connelly of the Storeroom.

Mrs. Frances Daley is very happy these days. "Her ship came in", bringing friend husband back to her.

Mrs. Grace Russell, head of the stenographic Department for over a year has left the employ of the company.

William O'Reilly, assistant to Mr. Reinhardt, Paymaster, has been assigned to the Record Department, but helps on the payroll on Friday nights.

Lieut. Mygrant has moved to his bungalow at Saugerties, N. Y., and Joe Lowe has replaced him in the bungalow on Fourth Avenue.

Miss Joan Sharp of the Dial office, who has been out because of illness, spent a week at Mr. Mygrant's farm at Saugerties, N. Y.

John Costello, formerly of the Employment Office, paid a visit to the yard recently. He reports he is now a full-fledged steamship clerk and gets $1 an hour,—when he works.

Members of the office force are thinking of presenting Miss Gatge with a Big Ben and a fliver. She is going to be a regular commuter when she moves to Farmingdale.

Miss Badger, Comptometer Operator in the Payroll Department, has a record of but one error since entering the employ of the company. Going some considering the speed at which she works.

Miss Florence Fenk must be working in partnership with some dentist. If the girls had tried to eat that "lovely" pear she offered one day, they'd all be showing false teeth.

James Thompson, formerly of the Disbursement Department, who left the employ of the company to become Scotch interpreter on a Trans-Atlantic liner, has changed his occupation and is now a salesman.

Incidental to the visit of *S.S. Sunshine* to the yard recently, a helper carried a rather poorly written order to the Brass Storeroom. "What's the name of this ship?" asked Eddie Hannavin, staring helplessly at the order. "The *Sunshine*," replied the boy. "Huh, it looks more like a cloud to me," said Eddie.

Henry Riccardi, Employment, "How do you spell that name, Schw——?" Clancy "You don't spell it. You shoosh it."

Mr. Bruns of the Disbursement Department is extremely fond of the young ladies in that room. The reason is that they tease him until he uses slang, then he has to pay a fine according to the rule in vogue.

Clancy of the Employment Office says he will fight any cop in New York his size.

Famous sayings: Henry Riccardo, Employment Office, "Ain't we have fun?" Ditto: "I never laffed so many."

Miss Thompson, who was for a time stenographer for Mr. Benton in the legal department, has left the employ of the company.

Miss Mary Travers has acquired a very great liking for ice cream, it is understood. Anyone wishing to get into her good graces may take notice.

A lady called up recently on the Employment Office phone and was referred to Mr. Plunkett. On going over to receive the message, he removed his hat before taking up the receiver. Hereafter we shall lay aside our cigarettes while reading letters from ladies. It isn't polite to smoke in a lady's presence.

An Easter surprise testifying to the popularity of Miss Jenkins at the Yard Restaurant was a beautiful yellow jonquil set out in a hugh ash can camouflaged. With the gift was a card bearing the message: "Happy Easter, to Miss Jenkins, Hash House." The giver was anonymous, but Mr. Goerke thinks the printing on the card looked like Miss Jensen's.

Tom Rathbone recently visited the Yard Hospital and on his return reported being treated to strawberry shortcake. His mates are wondering if that is why he visits there so often.

Frank Rose of the Executive Staff, is now a grand-pop, a bouncing boy having been born on Good Friday to Mr. Rose's daughter, Irene, wife of Fred Kapperlmann. We have not learned yet whether the little fellow's propensities are toward pinochle or bowling. If he takes after his grand-dad he is bound to be good at either or both.

Doing your best is success. Are you doing your best?

A sure sign of spring:—Big Jack of the Plate Shop talking horse.

Thrift note: John Torrey of the Welders still has his Salvation Army doughnut.

What the boys of the Plate Shop dread: —Bill Wiencke looking at that little book.

Andy Anderson of the Plate Shop is keeping very still. Perhaps he is taming the worm.

Murray Barysh, pumbers apprentice, has resigned to go in business with his brother-in-law.

Al Banks, Welding Department, was seen hitting the road on Jericho Turnpike recently. Look out, Cootie!

Friends of Edward McGibney of the Plate Shop regret to hear that he is ill. All hope for a speedy recovery.

Charlie Nelson, well-known Carpenter's snapper, has left the employ of the company to go in business for himself.

Louis Leiser of the Plate Shop has eaten so many peanuts lately that at times his friends say he talks like a monkey.

A noon hour scene in the Plate Shop, Bill Schroder and George Ribbe rehearsing their new song entitled "Where Do We Go from Here?"

Clarence Wilson, formerly in charge of the Boiler Shop Tool Room, has been assigned as special tool attendent under the supervision of A. W. Murray, yard superintendent.

Friends in the Machine Shop hope the good old tomato season returns soon and with it plenty of "soap", for Leanovel Privatero just yearns for his favorite side dish.

Frank Wittman, watchman at the Fifty fifth Street gate, has purchased a house on Sixtieth Street, and will give a housewarming soon to friends surrounding his station.

George Drew of the Plate Shop needed a helper badly and the first man he spied was Joe McGuirk. These two working together finished at 8 P. M. that night. "Some helper!" George said.

Wallie Major, one of our Chauffeurs, was demonstrating his pitching ability so well in front of the garage one noon that Hen Crist tried to sign him up for the Howards. But Major's manager, Vic Foley, declares Crist will have to increase his offer.

Joseph Thompson, Carpenter, with the company for some years, died of heart trouble on April 7. He was one of the old standbys on the dry docks, an ardent admirer of our Association, and he always took an active part in the yard elections.

George Siefert of the Hull Department has deserted the scrap pile for the junk heap. They used to call him "Scrap-Iron George" and now they call him "Junky."

Friends think when Jack Byers of the Main Storeroom gets all togged out in gray spats and sport dicer, he is eligible for the "Cake Eaters' Club."

With the arrival of spring, Leonard Privatero, Inside Machinist, can be heard telling what a great team the Shop had last year and his plans for the one this season.

Harry Prussner, formerly an electrician here, is now doing daredevil areoplane stunts, jumping from one plane to another, etc., with the police aerial squad.

Otto Rochelle of the Machine Shop told his helper, Jimmie Kelly, to hurry. "Why hurry?" asked Jimmie, "You know Rome was not built in one day." "No", said Rochelle, "I wasn't foreman on that job."

Ed Mahoney was more than pleased to welcome back to the Carpenter Shop his old side-kick, Al Leslie, who has been away for some time.

Harry Fields, saw-dentist at the Carpenter Shop, says when business is dull, saws are sharp, but when business is good saws are dull.

Al Miller of the Carpenter Shop is riding back and forth to work in a new fliver. The boys are wondering how he does it with no *soap*.

Antonio Rosalia of the Carpenter Shop, clarinet player in the band, was married April 11. His bride recently came from sunny Italy.

After reading the accounts in the papers of the six-day bicycle race held in Madison Square Garden that the riders had gone over 2000 miles, Owen Roberts of the Carpenter Shop, declared that he knew it was false for he had been there every night and the riders had not even left the garden.

Heard in the Machine Shop: Archie MacIntosh to Jerry Galligan, "Why didn't you tell her I was working *soap*? I don't want to go over tonight. Her folks complain because we burn the gas." Jerry: "I don't blame them. They didn't burn the gas when they were young. If you two don't know enough to turn it off, someone ought to tell you."

The following unclaimed letter is now on exhibition at the Employment Office: "Neva York, Apil 4. dear friendt Yensen, Bane I looking for a letters frowm you vor zome time. Can't you yet me vor som yob in de Mosses as I vas a regar. I vas all de timft I vas fixeing de Ropes. Done you no me Yensen? I vas named Eye shouldn't laff Olsen, 330 Cherry Straues, Neva York. Rite me soonit vor I vant to here by you onced yes already."

Jack Warren, Hull Department Chauffeur, says he is sorry MacFarlane lost the election.

Charlie Brann, ex-Morse Shipfitter, is now in construction business on his own account and reports making good.

George Ash of the Machine Shop sprung a joke about a man who died from officiate (the fish he ate). Dry wit, eh.

Hearing several men in the Machine Shop talking about hard times, the Elevator Man interrupted with, "I have my ups and downs, too."

The boys in the Machine Shop have Otto Rochelle worrying over the income tax he will have to pay from working so much *soap*.

Sympathy goes out to Adam Seiferth, Machine Shop, whose daughter was killed in an accident on April 7. His son, George, works here in the Hull Department.

William Reed, crane man in the Machine Shop, experiences great difficulty in securing absolute quiet at home when he wants to practice on the guitar. He has given Mrs. Reed strict orders that the children must be kept in another room.

George Ash keeps the Inside Machinists well informed on the six and one half days he once spent at sea. All are wondering how so many things could have happened in so short a time.

Charlie Stidolph, "Stay-bolts", a former Morse worker, is now a full-fledged architect and is designing new houses in Queens.

A. Sandmark and Andy Simonson, Carpenters, are now out on Long Island doing some work on Mr. Morse's estate at Water Mill.

Joe McGuirk has passed the exam for the Fire Department. Billy McEwen says MacFarlane should be notified so he can arrange to attend meetings at the fire house.

Charlie Hanson of the Burning Department declares he hopes Gov. Miller's 8-cent trolley fare goes through, then he will go back on the cars and in a short time buy the remaining two houses on Fifty-sixth street.

Joseph McGuirk, president of the Employees Association, had an enjoyable Easter Sunday Party at his home, 1159 40th Street, Brooklyn, N. Y. About 25 friends gathered and enjoyed the music, dancing, etc., and Mrs. McGuirk served a very delightful collation.

Red Donegan, Outside Machinists helper, directs attention to himself by the number of writing pads he carries about with him. Friends think he ought to have a desk to carry around in order to complete his outfit.

When the Inner Man Must Be Satisfied, Remember——

that good things well cooked, pleasant, bright surroundings and the companionship of your friends —— *await you every day at noon in the* MORSE RESTAURANT. Run for Morse People by Morse People.

Would You Want This To Happen To You?

Cause

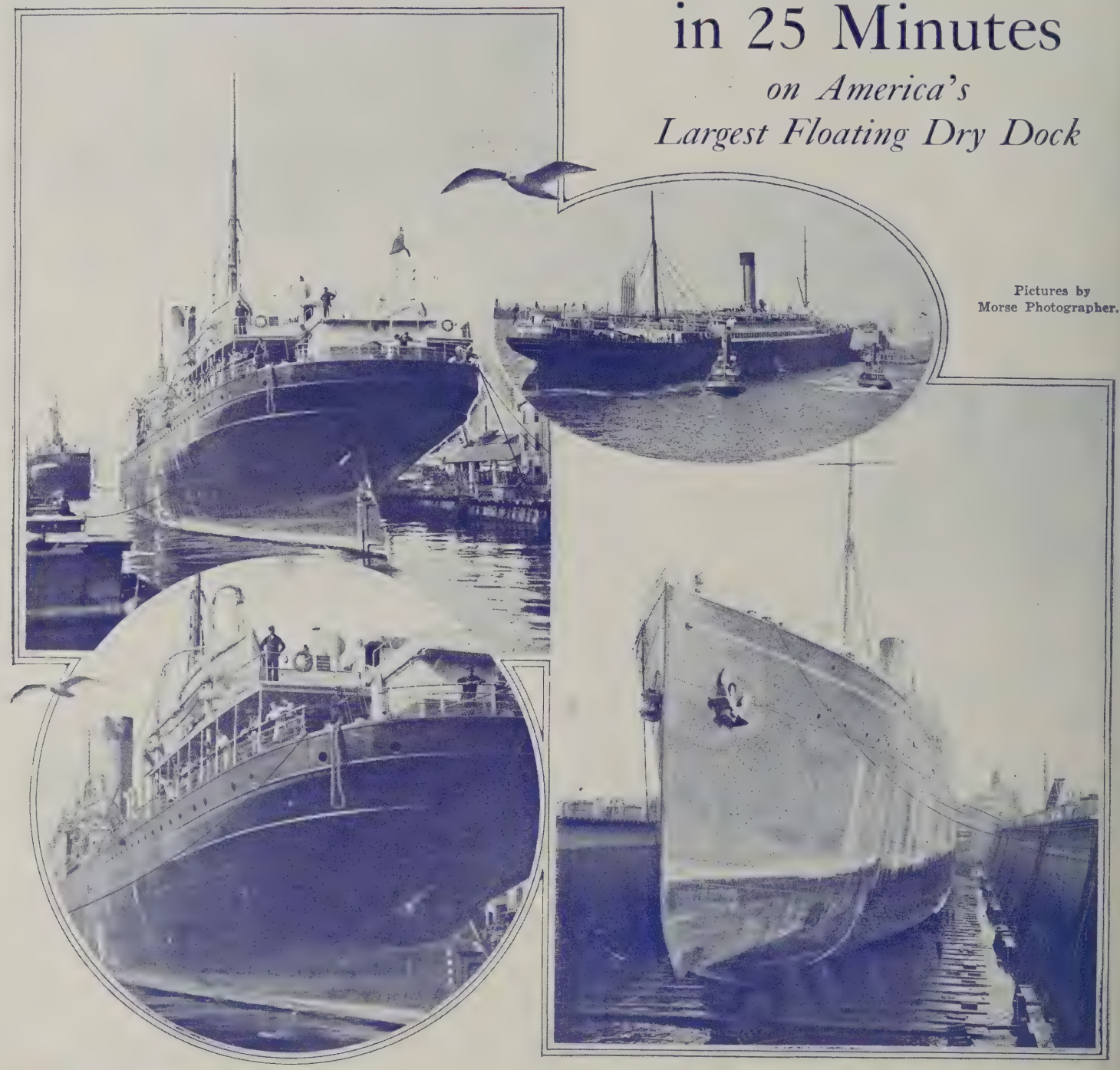
Result

SAFETY FIRST!

Donnelly says: **"Wear Your Goggles"**

Another Big One Dry Docked in 25 Minutes

on America's Largest Floating Dry Dock



Pictures by Morse Photographer.

The White Star Liner, *Canopic* had to be dry docked and speed was imperative. Consequently our 30,000 ton dry dock attained another record by raising this ship high and dry in 25 minutes actual pumping time. Repairs were also made on the *Canopic* in remarkably short order because of our splendid facilities to handle emergency work day or night. Efficiency is always evident in all details of Morse Service.

Now is the time to make your repairs. Be ready when the call for ships comes.

MORSE DRY DOCK & REPAIR COMPANY

Telephone: Sunset 5100 **BROOKLYN, N. Y.** **Cable: Pyrosison, N. Y.**

The
MORSE
DIAL
June, 1921
E P MORSE
MORSE DRY DOCK & REPAIR CO.
FOOT OF 54TH TO 51ST ST. BROOKLYN

What Economy Means and the Value of a Smile

By The Editor

Why Economy?

ANYONE can easily see how the practice of economy in his personal expenditures is going to benefit himself. If he cuts out certain luxuries, he knows he will have more money to put in the bank or to spend for necessities.

It is more difficult for many to see how this same practice of economy in the company's material and time by an employee is going to benefit him.

To be sure the result is not as direct in the latter case. When a man saves an hour of time or $10 in material for the company, no one comes to him and hands him that amount. How then does he benefit by saving?

In the first place it means less expense for the company. Less expense means more work coming into the yard. Less expense and more work means greater profits. Greater profits means higher wages and more *soap*.

Do you waste time and material? You are harming yourself. The company and its employees can only prosper together. Full co-operation by all is the basis of success.

Moreover, the man who is loafing on the job or careless in the use of material is the one who will be laid off first. And the man who is working at top speed and working for the interests of the company is the one who will advance and command higher wages.

Economy pays.

The Chap With The Smile

WHICH had you rather work with,—the chap with the grouch or the chap with the smile? Whoa-o-o-a, don't all speak at once!

Atta boy, you tell 'em there is only one kind to have around and we want him all around, eh?

All right, what kind of a chap are you? Do you help make your department a corking good place to work, or do you gum the works with gloom?

If you have a grouch, don't lose a minute! Dump 'er in the harbor quick,—and then smile. If you can't smile,—grin. Crack that map wide open and let the sun shine in.

The chap with the smile adds to the fun of working. He warms the heart and fills the air with pep. We want the sunshine of your smile.

Morse Dry Dock Dial

Vol. 4 June, 1921 No. 6

Romance In Our Industry

HOW many of us realize what a wonderfully romantic industry we are engaged in? To our yard vessels come from all parts of the world, bringing with them their fascinating crews, the ever polite and always interesting son of Nippon; the sturdy Northmen from the Scandinavian countries; now and then Lascars, those strange and mystic folk from East India; the Chinaman, the Greek, the Russian, in fact types and nationalities from all parts of the world. Cosmopolitan indeed is our yard with its hundreds of foreign visitors and their interesting boats.

Now we feel the breath of the orient, now the warmth of sunny Italy as reflected in the swarthy countenances of those who hail from the ships of the Mediterranean. The land of the iceberg is brought nearer to us by those who come from the north of Europe. The mystic spell of the South Seas is borne to us by ships from the Philippines. The very atmosphere of our plant breathes romance.

Of equal interest are the cargoes aboard these vessels. We are made acquainted with strange but fascinating and tasty nuts, fruits and foods that arouse our palate to keen delight. Where else can men without the means or the opportunity for travel, rub elbows with the world at large except in a big ship repair yard like ours, or among the docks and marts of a great city?

World's Record In Drydocking S. S. America

THE most remarkable drydocking feat ever accomplished in this or any other country was the raising of the *S. S. America* on our 30,000 ton dry dock in 28 minutes and seven seconds. Not only was this ship the largest ever lifted on a dry dock of the floating sectional type, but the work was successfully completed in quicker time than has ever been established before on any type of dock.

Intense interest was manifested by shipping men in the work of drydocking the *America* for it was known that her great size would be almost the full capacity of our big dock. The fact, too, that she was the largest ever lifted on a dry dock of this type gave the event far more than local interest.

The task aroused no fear of failure in the hearts of our skilled dry dock masters, however, and they went about the work with their usual care and confidence. The great lifting device, with its pumps, valves and electrical connections was thoroughly inspected and found to be in perfect condition. The keel and bilge blocks were then carefully prepared to correspond with the size and shape of the ship.

All was declared in readiness and the great structure was sunk even as Morse tugs were drawing the *America* from her station at Pier 4 and gently working her into the slip, in itself no easy task. Once in the smooth water between the piers, and the job of getting the vessel over the sunken dry dock and into position was given over to the dock masters.

In due time the ship was declared centered and the dry dock was lifted until the weight of the ship rested on the keel blocks. The bilge blocks were then pulled into position.

Slowly at first, and then faster and faster as the great dry dock relieved itself of its burden of water, the *America* was raised, her tremendous size more and more apparent as her full bigness and towering height came into view.

In just 28 minutes and seven seconds from the time the pumps were started, workmen were under the vessel inspecting the hull of the ship. This wonderful speed of drydocking has never been equalled for a ship of this size and the entire feat is claimed by the Morse Company as a world's record.

Not the least remarkable part of the achievement from the standpoint of the dry dock masters was the fact that when the ship was high and dry, not a single one of the more than sixty bilge blocks had to be shifted or the blocking changed, so perfect were the preparations. The tremendous weight of the vessel was evenly distributed and she rested as safely on her new base as though she were still in her natural element.

Drydocking the *America* recalls some of the other remarkable achievements of its kind already performed in this yard, as when about a year ago the *Minnesota*, the world's largest cargo carrier, was raised in 25 minutes, and the White Star liner, *Canopic*, lifted in 25 minutes, with many other ships almost as large drydocked in even quicker time.

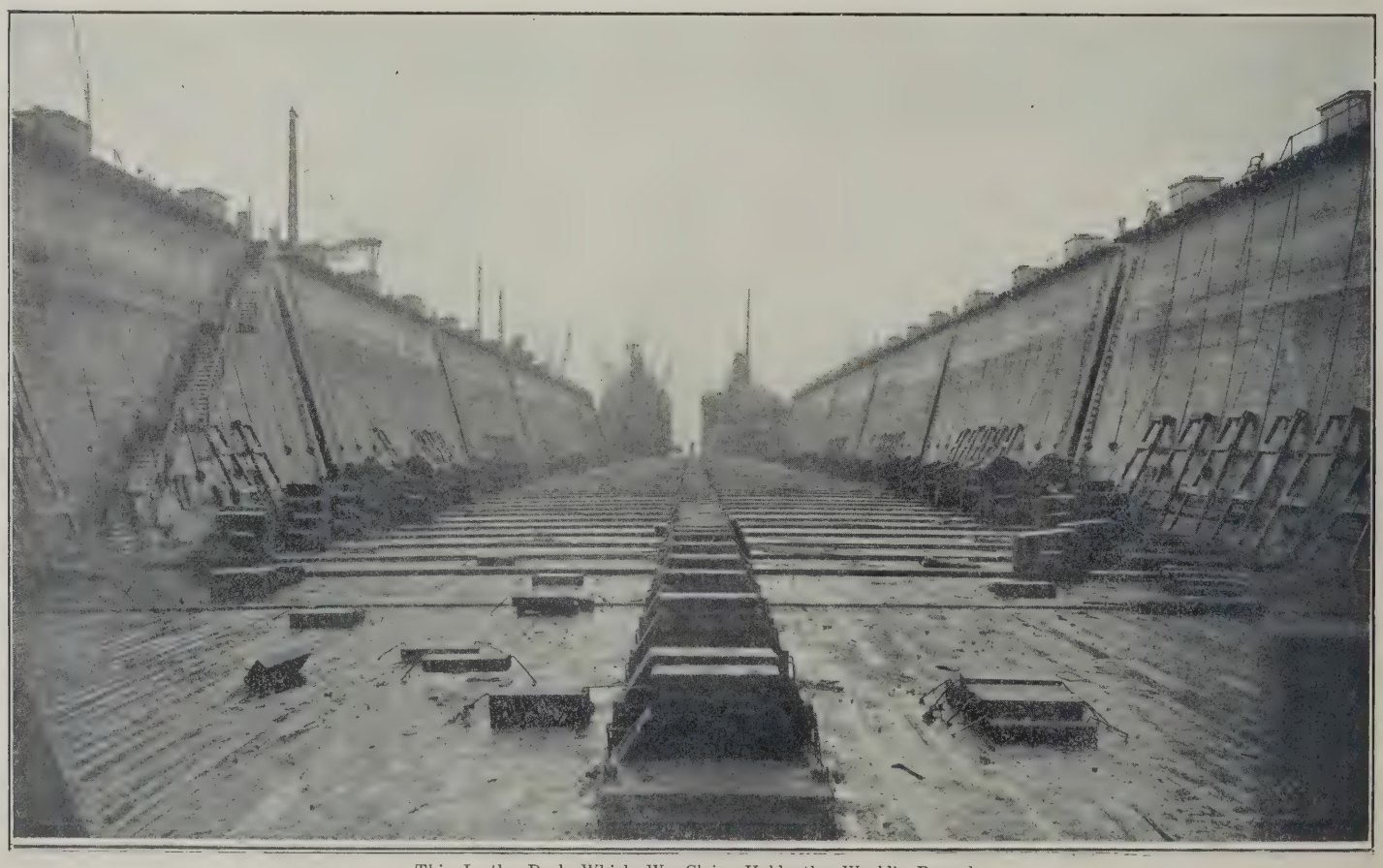
But the *America* is the greatest of them all and the feat accomplished in raising her stands unapproached. She is 687 feet long, 74 feet beam, 39 feet in depth, and over 25,000 tons weight to be lifted a veritable monster of the seas. Yet, raising her caused no more than a ripple of excitement here where big deeds are a part of our work and great achievements are almost an every day occurrence.

The *America*, which was formerly the German liner *Amerika*, was used as a troop transport during the war. In this work she rendered splendid service, her great size enabling her to carry over 7000 soldiers on each trip.

Just before coming to this yard, she was

On The America

TOM RATHBONE of the Drafting Department, went on board the *S.S. America* recently to secure some data for his work. He placed his notebook on a bulkhead and began writing, when like a flash came over him the realization that his notebook was lying in the identical spot where four years previous he had placed his shaving apparatus as a soldier on the way to France. By a queer coincidence his service in the army and in civil life had taken him to the same spot on the same ship, but under totally different circumstances.



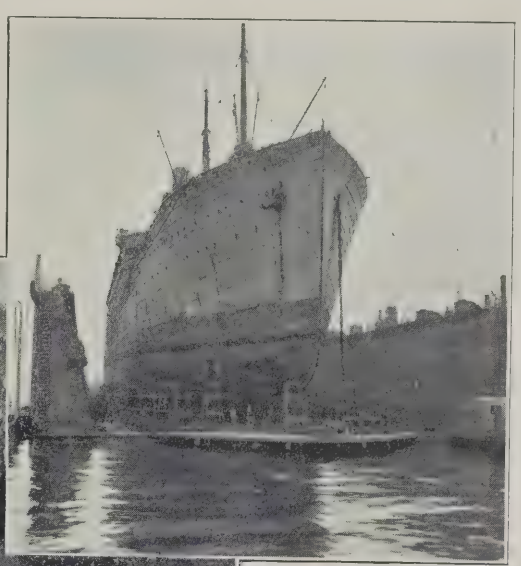
This Is the Dock Which We Claim Holds the World's Record.

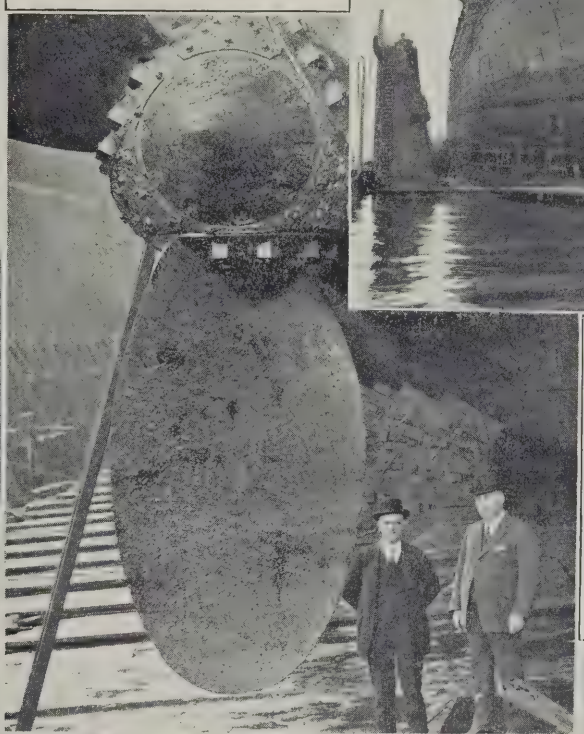
used in the repatriation of the Czecho-Slovaks, that sturdy people who, seceding from Austria and denied aid from the crumbled Russian government, fought their way in a memorable journey 7400 miles clear across Russia to Vladivostok. Six years they were on their way, but 70,000 of the 200,000 who started being able to survive the terrible hardships.

The *America* carried 7100 of them from Vladivostok to Trieste, then returning to New York after her voyage all way round the world, she was here but five days when she was sent to Norfolk to finish the work of the *Mount Vernon* in carrying 4500 Czecho-Slovaks and their wives to Trieste, the *Mount Vernon* having broken a propeller during the voyage.

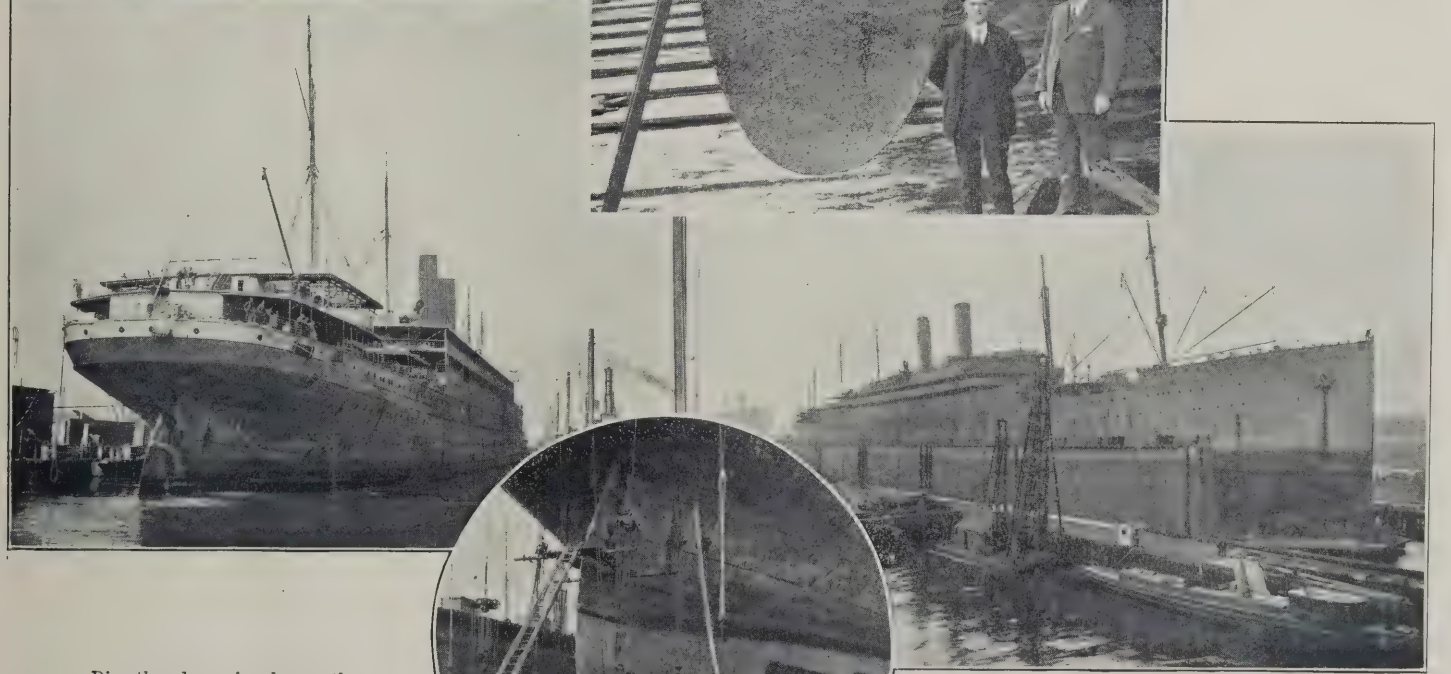
Thus, having completed this humanitarian service, the *America* is now being completely reconditioned in this yard for Trans-Atlantic service under the U. S. Mail line. This entire task is scheduled to be completed in the remarkably short space of 53 days. The fact that fulfilling this contract will require not only the co-operation of the whole plant but the utmost effort of every man on the job is a challenge to each one of us. Just as the feat of drydocking was a world's record, it is possible to show that our whole plant is no less of a record-breaker by completing the task in 53 days.

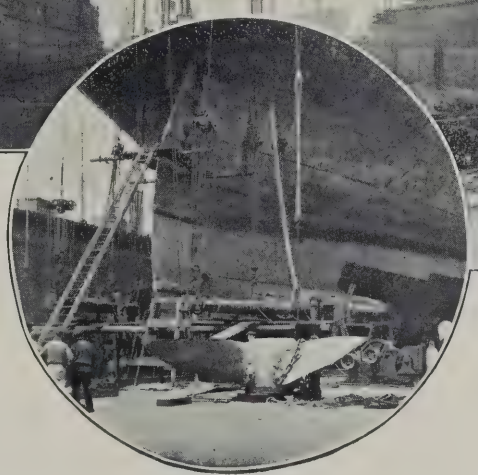
In 28 minutes and 7 seconds this great mass of steel and rivets weighing 25,000 tons was raised high and dry on our 30,000 ton dry dock.





At the left, a glimpse of the huge propeller blades of the *America*.





Directly above is shown the *S. S. America* being centered over the keel blocks prior to raising.

Something of the great length of the *America* is here shown as she occupies all six sections of the dry dock.

Engineers Visit Our Plant

MEMBERS of the Brooklyn Engineers Club and their guests made an excursion through our plant on Saturday afternoon, April 16. With Harry A. Hanbury, Industrial Director, as conductor of the party, visits were made to the Sheet Metal Department, Boiler House, Inside Machine Shop, Blacksmith Shop, the dry docks, Burning Department and the Printing Department.

The engineers were much impressed by our big machines and facilities for doing ship repair work here, and they were especially interested in the dry docks, many of them never having seen a large ship high and dry before. All exclaimed over the completeness of the equipment and were surprised to view the last visited department, the Print Shop, little expecting to see such an establishment in a ship repair yard.

In the Engineers party were: W. J. Giblin, Chairman of the Excursion Committee, W. J. Shea and W. J. Shea, Jr., P. B. Bie, G. J. Bischof, C. E. Murray, Gustav Hagelthorn, C. A. Hodge, A. Oberndorfer, W. M. Purdy, D. P. Cartwright, G. A. Johnson, F. E. Cudworth, A. C. Fox, W. S. Sutton, E. P. Clark, Perry Dalton, A. H. Newton, C. V. Van Buren, K. K. Clark, A. M. Duncan, E. W. Higgs, W. W. Hatch, R. Knutsen, M. Kleitman, W. P. Fetzer.

Tug E. P. Morse on Salvaging Cruise

By C. W. Bailey, Dial Photographer.

WITH the western horizon reflecting the crimson afterglow of a perfect April day, the *E. P. Morse*, bulldog tug of the Morse fleet, cast off her lines and made her way up the East River, leaving behind a trail of smoke and the twinkling lights of New York's skyline.

As I sat at the stern listening to the swish of the water as it rushed rapidly by, illumined as it was now and then by the flare of the furnaces in the gas plants along the river banks, the power of the Morse slogan was impressed upon me:

"Our tugs to meet your ships, our 30,000 ton dry dock to raise them, our master workmen to repair them. Such is Morse service."

Here we were at a few hours notice, provisioned and steaming on our way to a point 150 miles distant to salvage a stranded vessel and help her into port. A tug so well suited to the job, an experienced crew, and an abundance of gear and tackle, was a good example, I felt, of Morse service.

At 5 A. M. the following morning we passed the Stralford Shoals and reached New London, where we awaited orders by wireless. Then, following the Connecticut shore and giving our smoke to the Cornfield lightship, we passed Vineyard Haven just as dusk came on and a bell-buoy clanged its warning as we steamed by in the gloom.

Into the night with a cranky sea running our decks awash, we trailed the Nantucket Shoals in search of the *S.S. Gaelic Prince*, stranded on her way from Boston to New York with her cargo of rubber and cocoanut oil from the Philippines. After a 22 hour trip, we at last saw the vessel, her big hulk looming up out of the dark water and straining against tide and sand.

The second morning dawned clear with a smooth sea, and actual work began with the aid of the Revenue Cutter *Acushnet*. Two 15 inch hawsers were run out 200 fathoms from the stern at an angle toward the deep water. Likewise the anchor chain was pulled out 300 feet from the bow, also at an angle. All three lines were then tightened with the deck winches and the tugs also pulling from the stern at full tide resulted in a slight movement.

No real gain was accomplished at this time, however, and the following day it was necessary to suspend operations while we went to Vineyard Haven to get water and supplies for the stranded ship.

Meanwhile, the Scott Wrecking Company began lightening the *Gaelic Prince* by pumping her cargo of cocoanut oil overboard. This going over the side in liquid form quickly congealed into big white cakes on striking the cold water and gave the semblance of an ice field floating away with the tide.

Cases of rubber in her forward holds were then loaded into lighters, and so marked was the difference that the tugs resuming operations pulled her 150 feet in half an hour. That evening at about 9 o'clock with searchlights playing all about the ship, the *E. P. Morse*, with the Scott Company's tugs again started pulling and with a final surge the *Gaelic Prince* swung clear of the sand-bar and under her own power made for Vineyard Haven.

The tugs were given orders to stand by, but a heavy fog came up and the only one to accompany her was the *E. P. Morse*. The others sought safety in Nantucket harbor.

The next day we returned home, a slow trip during which we were held back by fog and storm, but we felt that once again had we rendered a service that speaks well for the Morse organization.

It is a great thing to be prepared for any emergency. It is a test of greatness. It means not only "getting by," living each day for itself, but rather foresight, broad facilities, great resources of power and ability.

That is what we have in this yard. We pride ourselves on our ability to cope with big problems and the unexpected emergency. We have a plant and an organization, wonderful in its completeness. And more than that we have a spirit that knows no obstacles. It is the spirit that wins regardless of difficulties.

All this was well illustrated in the successful mission of the *E. P. Morse*, the quick response, the complete equipment, and the splendid service. Once more was illustrated the slogan, "It will be done," which has become the watchword of those employees who take pride in their work.

Directly above, engineers and firemen of the *"E. P. Morse."*

Picture at right, deck hands of the *"E. P. Morse."*

Pictures by Morse Photographer.

Directly above, steward and captain of the *"E. P. Morse."* Oval insert shows the tug boat *"E. P. Morse"* under full steam. Circle insert at top, captain of the *"Gaelic Prince."*

Directly above, mate and chief engineer of the *"E. P. Morse."* Scene above shows fleet of tug boats pulling the *"Gaelic Prince"* off the bar. Center, *"Gaelic Prince"* on dry dock in the Morse yard.

He Discovered Liquid Gold

WE in the Morse yard see much of the romance of the sea in the ships which come here, the battles with storm and tempest, the long days on the pathless deep, voyages clear around the world and from the tropics to the cold north regions.

In the passenger liners visions come to us of pleasure parties, of students going in search of knowledge and culture, of whole families leaving the homeland to start life anew in foreign fields. Freighters we know carry food and products from one country to another so that the luxuries and necessities of one nation are common to all.

We see the romance of the ships, but rarely do we go behind the scenes and come to know the owner, learning of the struggles and hardships through which many of those vessels came into being.

Yet, back of the black, oily grimness of many of the tankers which come here is a tale rivaling the thrills of the early sea rovers. It is the life of Edward L. Doheny, pioneer discoverer in the Mexican oil regions.

It is a story of special interest to us because many of his ships come to the Morse yard to be repaired. Among the recent ones have been the *C. A. Canfield, Charles E. Harwood, Edward L. Doheny, Edward L. Doheny, Jr., Edward L. Doheny, 3rd, Frederic R. Kellog, George C. Henry, Harold Walker, Herbert G. Wylie, J. M. Danziger, Mexoil, Norman Bridge, Paul H. Harwood, S. M. Spaulding* and the *Wilhelm Jebson,* which is now the *Frederic Ewing,* the *Elisha Walker* and the *George W. Barnes.*

We have repaired these vessels, and now comes to us through the March number of the Metropolitan Magazine a story of the owner, which may well add new zest to the repair of oil tankers.

Twenty years ago, Edward L. Doheny, filled with the frontiersman's unquenchable optimism, rode off into the trackless jungles of Mexico's coastal plain searching for the thick black seepage which would tell of oil beneath the surface.

For days he wandered almost alone in this vast unknown country, through swamps and jungle fastnesses. At times the way, beset with thick tropical growth intertwined with overhanging vines, was almost impassable.

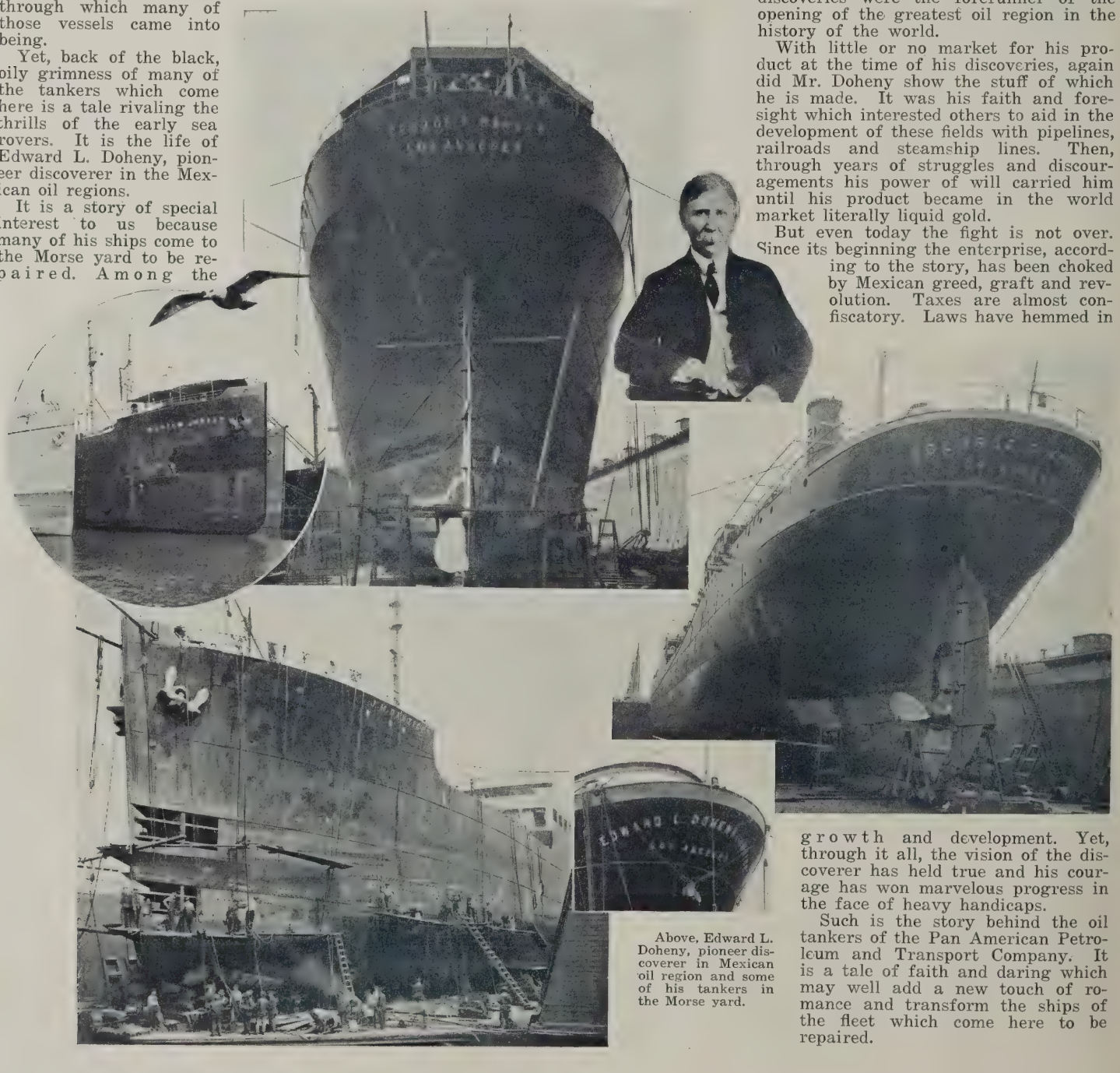
The danger from wild animals and huge venomous reptiles was on every side, perhaps lurking in the nearby thicket, or waiting to drop silently from the tree overhead. On the faithfulness of his native guides and his own courage he had to depend for his safety and finding his way back to civilization.

Through such difficulties and dangers was his great search to be rewarded. He found what he sought, and more, for his discoveries were the forerunner of the opening of the greatest oil region in the history of the world.

With little or no market for his product at the time of his discoveries, again did Mr. Doheny show the stuff of which he is made. It was his faith and foresight which interested others to aid in the development of these fields with pipelines, railroads and steamship lines. Then, through years of struggles and discouragements his power of will carried him until his product became in the world market literally liquid gold.

But even today the fight is not over. Since its beginning the enterprise, according to the story, has been choked by Mexican greed, graft and revolution. Taxes are almost confiscatory. Laws have hemmed in growth and development. Yet, through it all, the vision of the discoverer has held true and his courage has won marvelous progress in the face of heavy handicaps.

Such is the story behind the oil tankers of the Pan American Petroleum and Transport Company. It is a tale of faith and daring which may well add a new touch of romance and transform the ships of the fleet which come here to be repaired.



Above, Edward L. Doheny, pioneer discoverer in Mexican oil region and some of his tankers in the Morse yard.

A Square Deal To All

IF any man in the yard were hiring a group of men to do a piece of work, he would expect those men to give a fair day's work for a fair day's pay.

Likewise, every fairminded employee, in justice to himself as well as to his employer, wants to give a fair day's work for a fair day's pay. And rightly too, he is anxious that his employer shall know that he has been on the job all the time.

In a large organization such as ours, it is of course impossible for one man to know all the employees in the yard, when they come and go, and whether they are working or not.

Therefore, some system is necessary by which to keep tabs on the time each man works and to obtain a just basis on which each man can be paid. Thus, this system is as important to the employee as to the employer, for it is designed to give a square deal to both.

To the Timekeeping Department of this yard is given this duty of keeping a correct account of the time each man is working, straight time, short time, and overtime, all must be carefully kept, that each workman shall get his full due.

This system begins the first thing in the morning when every man coming into the yard is given a card on which he fills in his name, number and the date in the proper spaces. He then at his department, ship, or at the gate, stamps on the card the exact time by means of a time clock.

The clock is simply fitted with a mechanical contrivance, which makes the stamping device correspond with the time indicated on the face, and therefore assures the employee of a square deal, for he punches his own card. Thus, the clock is more satisfactory for this purpose than a man would be, as it is not subject to human frailties and mistakes.

Immediately the card is punched, it is handed to the timekeeper on the job. He in turn takes all the cards handed to him, sorts and classifies them, and makes out a list on Form 111 showing all the men engaged on that job. Then, he sets out to find each man at work, punch a check mark in the proper space, and hand him his card.

Each workman, or his snapper, writes on the back of the card the kind of work on which he is engaged and the job number. He punches his card out at noon and in again at 1 o'clock, after which the same routine as in the morning takes place. He receives the card in the afternoon and punches out at night, leaving it in the proper box at the gate.

Thus, at the end of the day, the card tells the story of the time the employee has been on the job and the work on which he has been engaged.

Meanwhile, each snapper has made out on Form 77 an account of the men engaged on each job and the number of hours. The time card and Form 77 serve as a check on each other and the latter supplies the data of a lost time card.

A newly hired employee is identified to the Timekeepers the first day by means of a green time card, instead of a white one, as the regular workmen have. The second day, however, the newcomer is a "regular" and is given a white card.

A different colored ribbon on each time clock is a check to make sure that each workman does his part correctly by punching in at the proper clock.

It is easily seen, therefore, that each one of these details, seemingly troublesome sometimes, has its own particular purpose, and is necessary to give a full report as a basis on which to make up the payroll and the cost of each job.

To say that the Timekeepers are usually a busy crew is putting it mildly. From the time they go on the job at 6:30 A. M., they are working at top speed until they complete their work at 4:30 or later.

A Timekeeper who has 30 or 40 men to keep tabs on, sort their cards, make note of those who leave early or work overtime, and then find them on the job twice a day, is not enjoying a holiday. But when it is seen that most of them have 50 to 100 cards to handle, or, as in the case of the America job, four Timekeepers are handling over 900 cards, no one would accuse them of having a soft snap.

Not only do they wear out shoe leather chasing from one end of a ship or the yard to another, but they carry in their heads a mass of details and the necessity of close application to the routine of the system that might well make the head buzz inside.

Their work is an important part of our organization, important alike to employees and employers. Full co-operation of the men in carefully following the routine, wearing their buttons in conspicuous places, and aiding in little ways, will be a benefit to all.

The Timekeepers Department at present consists of twenty-three members as follows: Arthur Day, Chief Timekeeper; Jimmie Weldon, Assistant Chief Timekeeper; J. Fay, E. Quenzer, A. R. Ingraham, H. Dreyer, R. McEwen, T. Reilly, C. Lazara, B. Martinez, C. Stecher, C. Brown, J. Gannon, L. Fisher, W. McDonald, C. Sharkey, H. Halverson, H. Warg, B. Johnson, J. Moss, R. Nelson, R. Leopold, and D. O'Donnell.

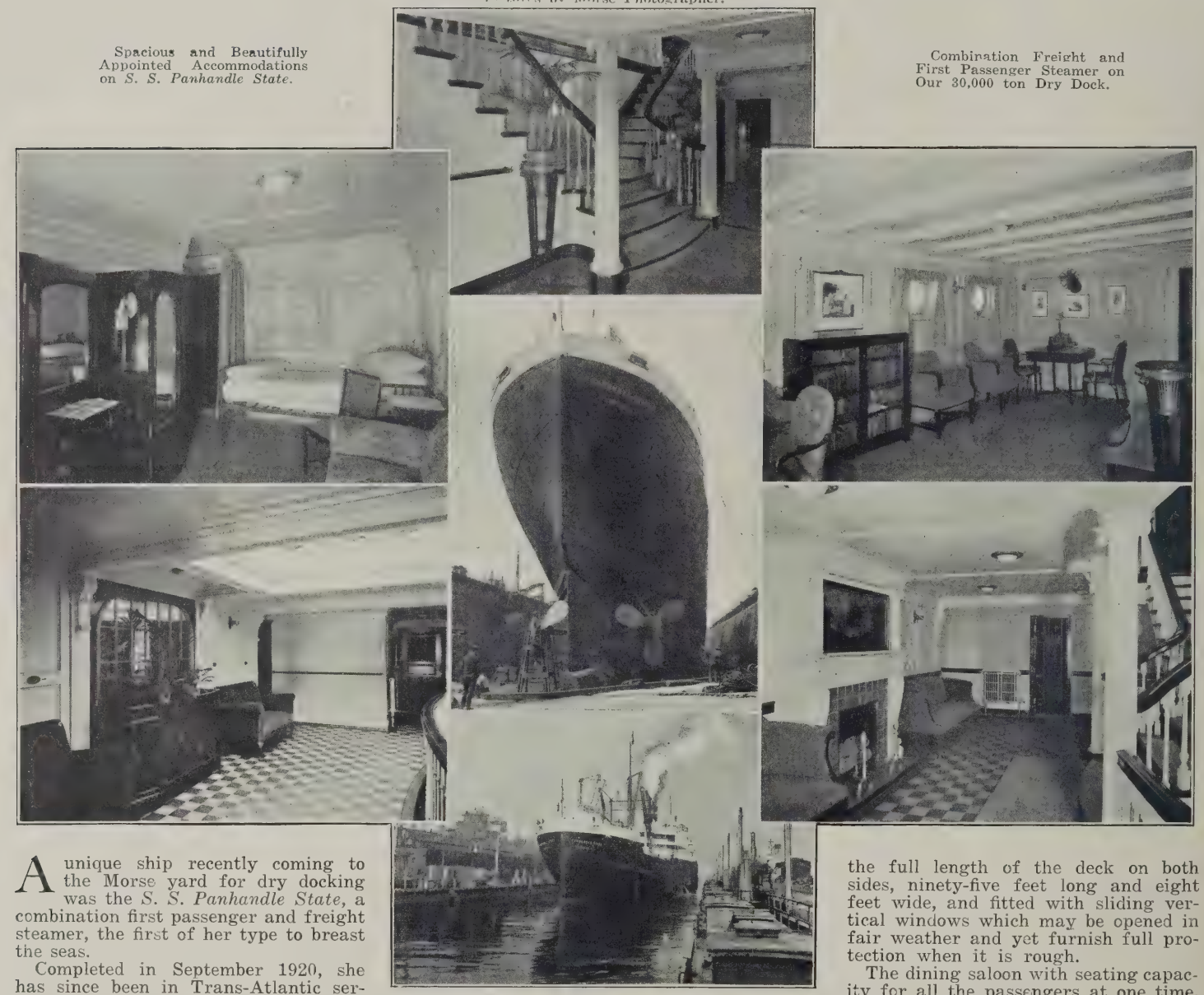
1. Giving out the Time Cards.
2. Punching at the Time Clock.
3. Checking the Card on the Job.
4. Sorting the Cards.
5. Copying data on Form 111.

S. S. Panhandle State Is New Type American Ship

Pictures by Morse Photographer.

Spacious and Beautifully Appointed Accommodations on *S. S. Panhandle State.*

Combination Freight and First Passenger Steamer on Our 30,000 ton Dry Dock.



A unique ship recently coming to the Morse yard for dry docking was the *S. S. Panhandle State,* a combination first passenger and freight steamer, the first of her type to breast the seas.

Completed in September 1920, she has since been in Trans-Atlantic service, running on the New York-London-Boulogne route. She carries only first class passengers, for whom she has spacious and luxurious accommodations.

On all her voyages, according to her officers, the *Panhandle State* has carried a capacity cargo and a full passenger list. Further, they declare, all have expressed highest satisfaction with the ship, calling her the most comfortable on the Atlantic.

Senator Kenyon of Iowa made the voyage to England and back on this vessel and was more than pleased with her delightful facilities and appointments.

The *Panhandle State* is a twin-screw, oil-burning vessel 520 feet long, 62 feet beam, and fitted to carry 80 first class passengers. There are twenty staterooms on the "A" deck, ten on the promenade, and nine on the bridge deck. All are fitted up for two persons each and have sofa, two chiffoniers and built-in ward-robes. The scheme of decoration is white and mahogany.

The staterooms are particularly large and comfortable, those on the promenade and bridge decks measuring nine feet three inches by eight feet, each furnished with two single beds of square metal tubing enameled to harmonize with the finish of the rooms. The floor is carpeted and a mahogany dressing table of pleasing design, a large upholstered chair, a lavatory and a small chair complete the furnishings.

On the "A" deck the greater space available permits larger rooms, these being nine feet six inches by sixteen feet. Sixteen of these rooms have two beds, one stationary and one folding, a sofa, two built-in wardrobes and two chiffoniers. A bath room is located between each pair of staterooms. Four rooms amidships are fitted up as bridal suites, with baths, and have two stationary beds, a large upholstered sofa and a combined dresser, chiffonier and wardrobe. The doors of these wardrobes have full length mirrors and can be swung to any angle. All staterooms open directly to light and air, thus making them pleasant and healthful at all times. An inclosed promenade extends the full length of the deck on both sides, ninety-five feet long and eight feet wide, and fitted with sliding vertical windows which may be opened in fair weather and yet furnish full protection when it is rough.

The dining saloon with seating capacity for all the passengers at one time, is located in the forward end of the bridge on the "A" deck. A spacious writing room has convenient tables, an electric fireplace, and an air of quiet restfulness. A social hall, a smoking room, and a lobby are fitted up in beautiful design and for the complete comfort of the passengers.

It was with genuine regret that Morse men learned of a disasterous fire on this ship during the night of May 19 while she was moored at her pier on the North River. According to the newspaper reports, the fire started in the engine room and because of the fuel oil offered serious danger of an explosion, but it was extinguished with small damage.

Her quick return to service is of interest to all connected with shipping for she is one of the finest representatives of the American marine. Though of queer looking design, she has proved herself practical and efficient, a splendid example of American genius. Her sister ship is the *Old North State* and several others of this type are now in service in both the Atlantic and Pacific routes.

Exciting Experiences In The War

JOHN BERGERSEN, Jr., Outside Machinist, was a "gob" during the war and brought back with him not only thrilling stories of his experiences but also pictures of the actual happenings taken with a pocket camera.

Among the most interesting of these incidents occurred while he was serving as chief engineer on the *Cristobel*, Irving T. Bush's pleasure yacht, which with headquarters at Brest, was chasing submarines. Bergersen reports that two of the little German terrors were destroyed in the first trip out, winning a citation from Admiral Sims.

On one of these patrol trips Bergersen saw the English ship *Filomel* torpedoed ten miles off the French coast and he secured a picture of her before she sank.

At another time in the dead of night, he saw the *Florence H.* blown up and his boat helped to save the survivors. It was learned that two Austrians on board placed a bomb in the bunker of the ship which was loaded with T. N. T. The flash of the explosion shooting far up into the air was seen for miles.

Nineteen men were picked up in a pitiable condition, only seven surviving and two of these were the Austrians who had placed the bomb. The *Cristobel* rescued nine of the men and transferred them to a destroyer to be taken to a hospital in Brest.

In his story Bergersen tells of seeing the *U. S. S. Westbridge* towed into Brest harbor with her decks flush with the water after she had been torpedoed in the fireroom and in Number 3 hold. Her cargo of 1200 tons of flour had kept her afloat. This caked over the breaches as it came in contact with the water rushing in.

Several men were killed by the explosion he said, and buried in flour and fuel oil fifteen feet thick in the shaft alley of the ship.

Picture at top shows sinking of English ship *"Filomel."*
Upper left, the *Florence H.* blowing up.
Lower left, the German Submarine U. 139.

Center, damage done to the *Westbridge*.
Lower right, German prisoners on the *Westbridge*. Circle below, the wake of a submarine chaser.

The *Westbridge* was beached in Brest harbor, a temporary structure built over the holes in her side, and the remainder of her cargo removed. Bergersen then had charge of the repairs fitting her for the voyage back to this country. He has pictures of various stages of the work including one of the German prisoners at work doing the final cleaning up preparatory to the trip.

Six months after she was torpedoed, the *Westbridge* was again loaded and sent on the way home with Bergersen acting as chief engineer. Boiler trouble made it a slow voyage, 24 days being consumed on the way to Norfolk, but she finally arrived safely and was fitted for further successful and valuable service during the war.

Otherwise, He Is Prosperous

BELOW is a letter from an American business man: "For the following reasons, I am unable to send you a check: I have been held up, held down, sandbagged, walked on, sat upon, flattened out and squeezed—first by an Income Tax, the Excess Profit Tax, War Loans, War Bonds, War Savings Certificates, the Automobile Tax and every Society and organization that the inventive mind of man can invent to extract what I may or may not have in my possession. Also the Red Cross, the Children's Home, the Y. M. C. A., the Y. W. C. A., the Salvation Army, the Belgian Relief, the Australian Relief, the Black Cross, the Double Cross and every hospitalin the country.

"The Government has governed my business so that I don't know who owns it. I am inspected, suspected, examined and re-examined, informed, required and commanded so that I don't know who I am, where I am, or why I am here at all. All that I know is that I am supposed to be an inexhaustible supply of money for every known need, desire and hope, and because I will not sell all I have and go out and beg, borrow and steal money to give away I am cussed, discussed, boycotted, talked to, talked at, lied to, lied about, held up, hung up, robbed and damn near ruined, and the only reason I am hanging to life now is to see what the h—l will happen next.

Tanker Bumped In Fog

THE *Edward L. Doheny, Junior*, one of the finest of the Pan-American Petroleum & Transport Company's oil carriers was recently run into and damaged by another vessel while making her way out of New York harbor during a fog.

According to the report of the *Doheny's* officers, both ships were aware of the other's presence and were continually tooting their whistles, when suddenly the incoming vessel shot out of the fog so close that a collision was unavoidable, striking the *Doheny* a glancing blow aft of amidships with her bow.

Water rushed into the tank of the *Doheny* where the contact had opened fissures between her plates, but she was in no danger of sinking because all her other tanks served as air-tight compartments, not being connected with the one affected.

Morse tugs went to her rescue and brought her to this yard for drydocking, a survey of the damage and temporary repairs. The Morse photographer, meanwhile, at the request of the ship's operators had taken pictures showing the damage, all of which is but another example of the quickness and completeness of Morse service in an emergency.

Directly you begin to feel unlucky you will quickly become so. The thing to do is to feel lucky, for the fates will justly reward a brave spirit.

Talks On Ships

A highly interesting and instructive course of lectures on ships has been started by James A. Kelley, Chief Draftsman, for the benefit of the men in the various office departments.

It is planned for the men to meet in two divisions so all need not be away from their departments at once. The classes will be held on Tuesday and Thursday afternoons for ten consecutive weeks. During this time will be considered what a ship is, details of construction, terms used in their connection, and various other information which will be of use to the office men in relation to their work.

Mr. Kelley makes the lectures of a non-technical nature, clearly illustrating each point with blackboard drawings, and he gives time at the close for questions and discussion.

In a preliminary lecture on May 6, he quickly surveyed the kinds of ships, factors to consider in designing a ship, classification societies and inspection services.

Four of the lectures will be devoted to the hull, one to the details of a ship, another equipment, and others, measurements, types of boilers, and engines, including gas and turbine types.

Much interest has been manifested in the opportunity to gain a better knowledge of ships and it is believed that the office men will derive distinct benefits for their work.

THE MORSE
DRY DOCK DIAL

A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company, and to the interests of the Company

BERT EDWARD BARNES, Editor
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Vol. 4 JUNE, 1921 No. 6

Discussion throws light on any subject. We want all the light we can get.

Scientists say our brain in its capacity is like a broad acre, but most of us cultivate hardly more than a square yard.

Right Thinking

AN employee in the yard placed in The Dial box at the gate, a newspaper clipping which seems well worth consideration in these columns. This clipping contains a strong appeal to right thinking.

It is a letter from a disabled soldier who it seems is suffering injustice at the hands of the government. Rendered an invalid by influenza while in the service, he writes that he has spent all his money trying to get back his health; vocational training has not helped him; a farm grant is useless; and all the compensation he receives is $10 a month, nine for himself and one for his wife and three children.

"Is it a joke?" he asks. He complains that millions are being sent to European children, while our own are not being properly cared for. The reason that he is able to obtain no larger compensation, he says, is that officials contend the disability was not gained while in service. The man is discouraged and exceedingly bitter against the government which he fought for.

We, who are not directly affected, quickly sympathize with his point of view and declare justice should be done. There must of course be classifications. But when red tape entangles the wheels of justice, the government is not doing her duty toward the men ready and willing to give their all for her.

Yet, we would urge this man to keep up his courage and to keep fighting for what is his. Discouragement will not help matters. Wrong thinking will but make the situation worse. A supreme faith that right and justice will prevail is bound to make it so.

Make It Last

THERE are men who go to work on a ship with the expression, "Well, I guess I better make this job last as long as I can because I will be laid off as soon as it is finished." Then they take a whole day to do half a day's work.

Men with such ideas ought to be laid off and not hired again. They are the ones who keep repair costs higher and keep more ships from coming into the yard to be repaired. They defeat their own purpose. Not only do they increase the likelihood of their being laid off, but they also tend to decrease future opportunities to work.

We are glad to know that such men are few here, fewer it is generally agreed than in any other plant of its kind. The excellent spirit prevailing, the high degree of efficiency and speed for which our service is everywhere known is proof that the big majority of our workmen are giving their best all the time.

It is in justice to these hard workers and for the best interests of the whole plant that we would convert the "slackers" to the ideal that the quicker and more efficiently they do their work, the more work there will be to do and the less likelihood that they will be laid off.

There are plenty of ships to be repaired. Hundreds are lying in New York harbor alone. Hundreds more are idle in other ports. It is a question of lower operating costs when these ships go into use again. Our service has a part in those costs.

It is for us to speed production and cut costs. Then there will be plenty of work and less danger of being laid off.

Savings Pyramid

IT is the tendency in some families to live up to the limit of the income. If the income is $30 a week, the expenses are $30. If the income drops to $25, expenses drop likewise. If the income jumps to $40, expenses skyrocket too.

The fact that luxuries and many things unnecessary usually have a part in these expenditures is reason for special consideration of this subject. Is it not better to have a little savings account as a nest egg than to "blow it"?

Moreover, it is not necessary to save in large amounts. Little drops of water make the mighty ocean; and little dimes and nickels make the mighty fortune.

Few families in ordinary circumstances are unable to lay aside one dollar a week and hardly notice the difference. That one dollar a week in a year will be $52, in two years with usual bank interest it will be over $106, in four years it will be over $220, and in ten years it will be over $615, a tidy sum which will accomplish a great deal and its saving caused little or no hardship.

Had the weekly savings been two dollars instead of one, the result would have been over $1230, and increased weekly savings would multiply accordingly.

Putting money in the bank every week and keeping it there is a matter of *will power*. Say that you will and *do it*. Begin today. Saving is not a hardship. It is a pleasure.

You will increase your power, success and happiness.

A Man's Job

EVERY morning we see outside the gates of the yard crowds of men looking for work. Some of them no doubt are in great need and would be glad to be taken on, even if only for a short time.

Does not that sight make us appreciate more the value of our job? Isn't there a feeling of exaltation when we walk through the group of unemployed knowing that we will be admitted at the gate and that there is work for us to do?

A man's job is his best friend. It buys food and clothes and a home for himself and family. It takes him to the theater, furnishes books and papers for pleasure and culture. In sickness it pays for care and medicine. It buys many things which help to make life comfortable and happy.

More than that, a man's job furnishes an outlet for his energy and

ability. Life is pretty empty with no work to do. Seek pleasure? It soon fails to satisfy. A vacation is necessary once in a while but we would not want it to last forever. Work alone gives lasting satisfaction, and there is no pride like that from work well done.

A man's job is his opportunity for success. He is working for himself. Just insofar as he gives his best to his job will he advance and get bigger jobs.

We have only to look around to see that hard work is rewarded. Why is a man chosen for the job ahead? Because he has made good on his present job. He has shown that he gives his best efforts all the time and that he can be depended upon to take responsibility.

Since a man's job furnishes so many of the fine things of life, he ought to love that job. Then he will not only give his best to his work every day, but he will take it home with him at night, study it, prepare for the next day and for the job ahead. He will keep fit, mentally alert, ever ready to throw on more steam and work a little harder.

Most of all he will forget the clock and the pay envelope in the joy of doing his best and making his job a success.

Cost of Living

WE have read in the newspapers of sharp reductions in the wholesale prices of goods which we buy, food, clothing, etc. We know, however, that the real cost of living is shown not by the wholesale prices, but by retail prices, by rent costs, by fares on railroads and numerous other costs. Therefore are we especially interested in data which shows that the real cost of living is decreasing.

The National Industrial Conference Board recently gave out figures showing that average costs for the typical wage earner's family in the United States dropped 4.4 per cent between February 1 and March 1, and 17.6 per cent from the peak cost of July 1920.

According to these statistics the price of food which had increased 119 per cent from July 1914 to July 1920, dropped to 72 per cent before February 1921 and to 58 per cent by March 1.

Rents, on the other hand, showed an increase instead of a decline, being 5.1 per cent higher in February and March than in July of last year. This is explained by the fact that rent is the last item of expenditures to decline. It continues to collect its toll, one report states, long after prices, wages and interest rates have dropped. It is the last bar to let down before we can have full prosperity, and it is not likely to be let down until land values decline.

The prices of clothing have decreased from the July peak of 166 per cent to 74 per cent in February and 69 per cent in March. Fuel increased from 92 per cent in July to 125 per cent in February, declining to 120 per cent by March 1. Cost of light increased from 15 per cent in July to 45 per cent in February and a further increase to 52 per cent in March. Cost of sundries increased from 85 per cent in July to 90 per cent in February, declining again to 85 per cent in March.

Especially encouraging is the fact that the cost of living is really going down. Prices of food and clothing have shown a big drop. Other lines must follow. We are fast returning to normal.

It is for us now to avoid extravagance, buy judiciously goods that we need. Then shall we do our part to hasten the decline.

In this country the women are divided into two main classes—those who don't believe all their husbands tell them—and those who haven't any husbands.—Selected.

You cannot do better than your best, but you can do a whole lot better than you think is your best.

Working only for yourself is small business.

Calendar Tide Table — JUNE — High Water Governors Is.

SUN	MON	TUE	WED	THU	FRI	SAT
New Moon 6th 6E	First Quarter 12th		1 3:32	2 4:31	3 5:25	4 6:16
5 7:07	6 7:56	7 8:46	8 9:36	9 10:30	10 11:28	11 12:29 PM.
12 0:42	13 1:46	14 2:53	15 3:58	16 4:59	17 5:54	18 6:44
19 7:31	20 8:14	21 8:55	22 9:34	23 10:11	24 10:47	25 11:22
26 11:57	27 12:37 PM.	28 0:34	29 1:24	30 2:23	Full Moon 20th	Last Quarter 28th

TIME OF TIDE IS A. M. UNLESS OTHERWISE NOTED. HIGH WATER AT SANDY HOOK DEDUCT 30 MIN

Association Calendar

Relief Committee meets every Monday at 4 p. m.

Accident Prevention Committee, first Monday of every month.

Entertainment Committee, first Tuesday of every month.

Fire Prevention Committee, first Wednesday of every month.

Finance Committee, last Tuesday of every month.

Directors, last Wednesday of every month.

Association entertainment and business meeting last Wednesday of every month, unless, otherwise announced.

Employees Association Directory

OFFICERS

President—JOSEPH McGUIRK
Hull Department

Vice-President—FRANK MACK
Sheet Metal Department

Secretary—EDWARD HANNAVIN
Brass Storeroom

Treasurer—MORTIMER W. MEAD
Office

Directors and Conference Board Members (d) for Directors; (c) for Conference Board

CARPENTERS, JOINERS, PAINTERS and WOOD CAULKERS— John Tolson (d), Wallace Livermore (c), James Larkin (c)

OUTSIDE MACHINISTS—John Boylan (d), John Oliver (c), James Wolfe (c)

INSIDE MACHINISTS—Hugh McQuillan (d), Leonard Privatero (c), Paul Boehme (c)

PIPE FITTERS AND PLUMBERS—Michael O'Dea (d), Charles Schultz (c), William Martin (c)

BLACKSMITHS—James Tester (d), Robert McQueen (c), Oscar Skoog (c)

RIGGERS AND DOCK HANDS—Harry Carlson (d), Oscar Munson (c), Walter Geiss (c)

COPPERSMITHS AND PIPE COVERERS—Thomas Hayes (d), Thomas Daly (c), William Bush (c)

BOILERMAKERS—Charles Gilmore (d), Thomas Cornell (c), Thomas McNamara (c)

OFFICE, ESTIMATORS AND SOLICITORS—Frank Falconer (d), Miss Marjorie H. Davis (c), George F. Keenan (c)

DRAUGHTSMEN, PATTERN MAKERS, INSPECTORS—Fred Woods (d), James M. Donovan (c), Thomas C. Rathbone (c)

SHEET METAL WORKERS—Joe Bovine (d), George Thwaites (c), Gene Kenney (c)

PLATE SHOP—Edward McGibney (d), George Drew (c), Louis Leiser (c)

ELECTRICIANS—Harry Jost (d), Thos. White (c), Al Chisholm (c)

HULL DEPARTMENT—Al. Simondinger (d), David Lyle (c), Joseph Toomey (c)

BURNERS AND WELDERS—James MacFarlane (d), John Beverley (c), Charles Menzies (c)

LABORERS—Dominick Croce (d), Edward Cox (c), Bernard O'Rourke (c)

MISCELLANEOUS—Including Chauffeurs, Storeroom Hands, Garage Mechanics, Crews of Launches, Timekeepers and Watchmen—A. R. Ingraham (d), Morton Schonberg (c), Fred Lembke (c)

COMMITTEES

RELIEF COMMITTEE—Joe Frank (Dock Hands), Charles Winkler (Pipe Shop), Charles Pearson (Outside Machinists).

ACCIDENT PREVENTION COMMITTEE—Martin Carroll (Riggers), George Ashe (Inside Machinists), Oscar Munson (Riggers), Anthony Manno (Hull Department), John Ryan (Pipe Shop).

ENTERTAINMENT COMMITTEE—William Burke (Carpenters), Pete Bresnan (Carpenters), Charles Jennings (Plate Shop), George Drew (Plate Shop), William Carr (Outside Machinists).

FINANCE COMMITTEE—Thomas Rathbone (Draftsman), Harry Anderson (Carpenters), Louis Leiser (Plate Shop).

FIRE PREVENTION—David Lyle (Hull Department), Charles Ambriano (Inside Machinists Apprentice), Charles Hahne (Inside Machinists).

OUTING COMMITTEE—Joe Frank, John Tolson, Harry Carlson, George Drew, John Boylan, Harry Anderson, G. Olson, D. Allen, Frank Rice, Tom Rathbone, Frank Falconer, Ed. Knipe, J. Murphy, George Buck, J. McBain, J. Swift, Al Simondinger, Lou Fisher, George Keenan, Henry Rochelle.

SUMMER HAPPENINGS AN' SOME ARE NOT

By E. E. Donnelly, Dial Cartoonist

"MAKE IT SNAPPY BOSS DIS AM NO SOAP JOB"
FROM BOSTON
JENNIE
ERNEST BAMFORD FLOOR FOREMAN OF THE SHEET-METAL DEPT GREETING HIS INTENDED WIFE AT THE GRAND CENTRAL STATION
"YEA-DIS'A GOOD'A PEANUT'A MAKE'A DA HAIR GROW ON DA COCONUT'A"
"COME ON TONEY FILL UP THE HAT FER A NICKEL-I ONLY WEAR SIZE 9"
FRESH ROASTED PEANUTS
JOE FRANK BUYING HIS DAILY BAG OF PEANUTS AT NOON-TIME
(P.S.- UP-TO-DATE FRANK HAS INVESTED FIVE DOLLARS IN BUYING PEANUTS-SOMEBODY TOLD HIM THEY WOULD MAKE HIS HAIR GROW.)
"YOU BUY EM' FRANK AN WE'LL WATCH FOR THE HAIR"
MISS BRADY OF THE CASHIERS OFFICE - (AS SHE NOW APPEARS WITH HER GREENWICH VILLIAGE HAIR-CUT.)
KIND'A CHIC EH?
SAY-JACK YER'NO I'M GET'IN INDIGESTION FROM RIDING IN THIS SPEED BOILER-"
CRAWFORD "GIVE HER THE GAS JACK"
McEWEN
CAPT KIRBY
DODGE
HONK HONK
EXTRA!! MACFARLANE IN BIG SMASH-UP. (NO BODY HURT OUT-SIDE OF A FEW CHICKENS.)
"MORN'IN LASSIE, IS THIS THE ROAD TO N.Y.-?"
MACFARLANE
THE REASON WHY JIMMIE CAME TO A SUDDEN STOP.
JUST BEFORE THE CRASH WHEN JIMMY TRIED TO WRAP HIS CAR AROUND A TELEGRAPH POLE.
TOM LAWSON OF THE WELDERS OTHER-WISE KNOWN AS THE CANARSIE LIFE-SAVER GOING IN AFTER TWO WELDERS IN DISTRESS
"O-BOY BUSINESS IS GOOD TO-DAY"
HELP!!
JOHN TORRY
AL BROOKS
JACK WARREN (THE HULL DEPT CHAUFFEUR) MAKING HIS DAILY TRIP - TAKING THE GANG HOME AT 4 P.M.
SEEN AT THE MONTHLY ENTERTAINMENT OF THE EMPLOYEE'S ASSOCIATION
DA-DA-DA-A-A-A DA-DA-
"LALA" THE ORIENTAL DANCER
I FOUND A ROSE
LOVE & SCHENK HANDING THE BOYS A LITTLE HARMONY
THE BIG LITTLE GUY OF THE ALLEN & BOYD TEAM IMITATING MISS BETTY HALE IN HER HIGH KICKING ACT
"NOT SO BAD EH-BOYS, LOOK ME OVER?"
MISS BETTY HALE
OFFERING HER LATEST SONGS & DANCES
A NEW INVENTION FOR PROTECTING THE BURNERS FROM BEING OVER-COME WITH THE HEAT ON A HOT SUMMER'S DAY
GEO. EHRETS
ICE BOX
LUNCH
JOB NO
TIME CARD
E. DONNELLY.

A Penny Saved Is a Penny Earned

WE have just passed through a stage in industry when the slogan was, "Don't mind the cost. Get the work done." It was an orgy of frenzied mass production. Money, material and time were lavishly expended in order to meet unparalleled conditions. Men as individuals were almost lost sight of in the overwhelming rush.

That was all unnatural. Only the extraordinary demands of a war crisis made it possible. We mortgaged the future.

Now we are returning to a sound business basis. From a state of underproduction, high costs, and reduced efficiency, we are struggling back to normal. The awakening is not altogether pleasant, but the quicker we recognize the facts and throw our full concerted effort in the right direction, the sooner shall we gain a far better state of conditions than even those which preceeded the war.

This reconstruction period is an opportunity. By speeding production, cutting costs, and increasing efficiency we can put industry on a higher and more successful plane than ever before known.

It is to the interest of every workman to do this. As we have seen in the past few weeks, the employee cannot prosper when business is not good. It is therefore for him to do his utmost to bring it back to normal.

How can he accomplish this? By doing his best. By speeding production, cutting costs, and increasing efficiency. He cannot do it and stay in the present rut. He must wake up with renewed interest and effort.

The individual workman has come back into his own. Good work will not go unnoticed. Shirking will not get by. Giving one's best will win the best in return.

Economy is one of the most important elements in the present reconstruction period. Industry can no longer stand extravagance and waste. We must cut to the bone. That means that even the tiny leaks must be stopped if we would return quickly to the bustling activity which our plant can command.

How true is that old proverb, "A penny saved is a penny earned." It is more than true in our plant, for every penny saved means not only increased profits for the company and for the employees, but also more business coming to the yard and greater opportunity for all.

How can we practice economy? Every man in the plant knows of little unnecessary wastes of time and material. Stop the waste.

A workman sends to the storerooms for more material than he actually needs, three dozen bolts when twenty are sufficient. The remaining sixteen are likely to be lost or lay around the ship until they are rusty. There is wasted material.

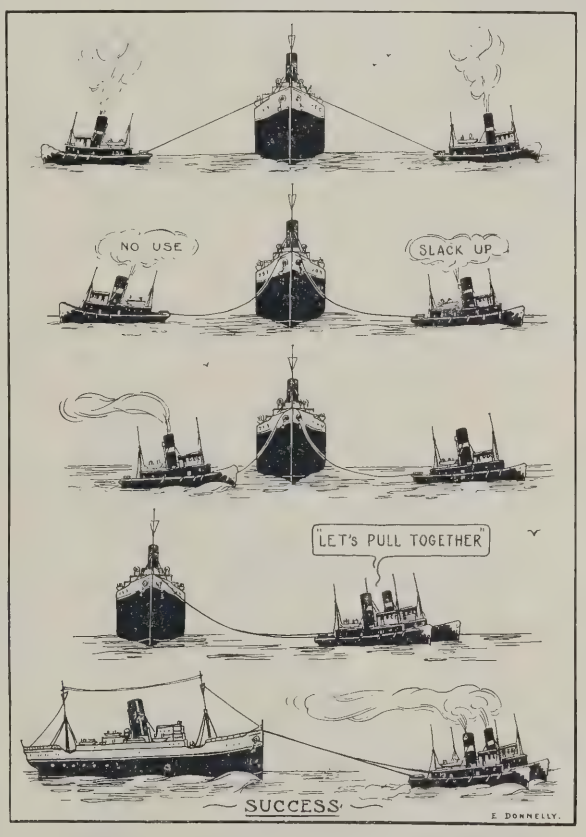
A helper gets his snapper to make out a requisition then carries it to a store without looking at it. Suppose the snapper failed to understand him and ordered the wrong material, the helper must walk all the way back to the ship to get the requisition changed when a little care and forethought in verifying the order as soon as it was written would have saved all that time.

Small wastes? To be sure they are small, but they bulk large in the aggregate. Suppose each workman wastes but ten cents a day in time or material. For all, that totals over $300 a day, $2000 a week, $100,000 a year.

Worth saving, isn't it. By united effort to cut out all waste we can save more money than that. It is for our interest to do so.

This matter of economy is not confined to the yard, moreover. Strenuous efforts are being made to cut down the overhead in all the offices and departments. Saving only a few cents here and there is given special consideration, for we know that small wastes are but dispersed large ones.

Our Stationery Department has instituted a plan by which interdepartmental envelopes will be used twenty times instead of only once. Spaces are printed for that many names, and when one of these envelopes is received, the name is crossed off and the envelope is placed in the drawer for future use, instead of in the waste basket.



All are requested to use scratch pads instead of printed forms for notes and figuring. We have plenty of scratch pads, while printed forms represent real money.

In order to save the time of messengers and the excess of book-keeping, department heads are urged to foresee their needs for stationery and order the material for a week instead of sending for one article at a time. They are also asked to remember that the hours of the Stationery Department are from 2 to 4 p. m. and that calls outside of these hours disturb workers engaged elsewhere and cause wasted time and effort.

All requisitions should be clear and complete, giving number, kind, size, and quality of material needed. Often forethought in this respect will save the messenger being sent back for further information.

Economy in the use of pencils, envelopes and typewriter ribbons is especially urged. Pencils are effective for use more than a third of their length. The life of typewriter ribbons is not measured by one or two trips around the spools.

We are all in the same boat. If we would show full loyalty to our job and speed the return of normal conditions and prosperity we should strive to save in little ways as well as big ones.

The various departments throughout the plant are instituting plans to save time and material.

In the Sheet Metal Department, for example, it has been noticed that the use of templet wood has been discontinued, all the work being done by measurement. New ways of doing a given job are all the time being devised here whereby it can be done quicker, better, or with a saving of material. The skill and resourcefulness exhibited in utilizing the metal and adapting it to the great variety of uses is striking.

A plan for increasing the speed and efficiency with which jobs go through the Machine Shop is reported highly successful. One man is detailed to handle the specifications of each piece of work, see that the part is brought from the ship at the earliest possible moment, order all necessary material and make sure that it is at hand when needed.

Another man checks up from time to time on each job, if it is held up, find out why and see that the foreman is notified, make sure that each operation is completed on schedule, and finally to report that the part is ready to leave the shop. All this not only promotes efficiency in this department, but also prevents unnecessary loss of time in other departments depending upon the Machine Shop for a piece of work.

Rearrangement of machines, tools, and materials has reduced the amount of transportation for the different operations in the various jobs, thus greatly cutting down time and effort expended. A burner installed in place of the charcoal fire has been found to be much quicker and more effective.

Other departments are instituting plans and policies to bring about greater economy and efficiency. The spirit of the times is in the plant. It is for us to co-operate with the plans and help to make them successful. "Pull together!"

It is the big spirit in the mind and action of every man in the yard that will bring about results here making for real prosperity and success. Have you a suggestion for greater economy and efficiency in your individual work or in your department? Tell it to THE DIAL. Put a slip describing it in a DIAL box. Perhaps it is just the idea to bring about a big saving.

With every man working for the best interests of the company as though he were working for himself,—which in truth he is—we shall have the greatest possible efficiency and economy.

That is the kind of plant we want. That is the kind of plant that is going to get the business of the future. Success is in our own hands.

With Our Old Timers

ENTERING the employ of the Morse Company directly after the Spanish-American War, the subsequent 23 years of continuous service surely gives George MacKay, foreman of the Carpenter Shop, rank among the old-timers. His first job was helping install dry dock number one in its present location. That was a big innovation in those days, he says in recalling old times, for it was one of the first electric dry docks in operation. All were formerly operated by steam engines.

Carpenters' facilities have changed much since those days, too. While at first practically all work was done by hand, gradually new machinery was installed, a fine carpenter shop equipped, and the work greatly facilitated. And there was need for speed, for those were busy times in the shipping business, says MacKay.

George MacKay

Brooklyn in those days was hardly a shadow of its present state. Houses were comparatively few and South Brooklyn was practically all farm land, with little indication of the present rows of blocks.

Mr. MacKay has been an active member of the Employees Association, serving as its first president and subsequently being twice elected Director to represent the Carpenter Shop.

As an example of being "on the job," he holds the distinction of having missed but two days from the shop in the past ten years. Vacations? No. Outdoor life and temperate living keeps him in excellent health and vacations he regards as superfluous in his case.

Previous to this long stretch of service he missed a whole week from his work. On that occasion he was serving on the jury.

Inquiry reveals the report that Mr. MacKay has one weakness, —he likes cards. Otherwise he is a firm believer in the quiet life. He is married and has a daughter, the three living at 413 Forty-seventh Street, Brooklyn.

His rise from carpenter to foreman may well be credited to ability combined with steady responsible service.

The Editor's Mailbag

Editor THE DIAL,

Dear Sir: I think a word of appreciation is due for the excellent work of THE DIAL ELECTION SPECIAL during the recent election campaign of the Employees Association. I know that it required a great deal of extra work and many late hours and a word of praise may help to let you know that the men in the yard have not overlooked what you did.

The absolute fairness of the paper I believe was recognized by all for I have heard no word of complaint or criticism. We all know it is not easy to satisfy everyone, but THE ELECTION SPECIAL seems to have done it, and more than that the paper certainly did a lot in arousing enthusiasm and bringing out the issues of the campaign.

I want to express the appreciation of President McGuirk and myself, and I believe I speak the sentiments of all the men in the yard. Charles Jennings.

Campaign Manager for Joe McGuirk.

To the Editor of THE DIAL: As an old time athlete and at present an expert judge of the boxers of the day, I would like to give through THE DIAL some thoughts on how to prepare one's self mentally and physically for this sport. I know hundreds of fellow-workers are anxious to know how to keep in good physical condition.

First, the mental side should not be neglected. The mind should always be kept clean, never allowing worry or evil thoughts to enter for these tear down both mentally and physically.

Second, to promote health and strength in the body, it should be kept clean, exercised, and cared for in every way. Warm baths should be taken frequently, finishing with a dash of cold water to stimulate the skin and blood current. The throat should be gargled at least once a day to keep it clean and free from harmful germs. A glass of hot water every morning is beneficial as a cleanser and an aid to digestion.

These ideas conscientiously carried out by the exertion of will power, if necessary, with good care of the body in general and plenty of sleep and fresh air will be found to give a splendid basis for success as a boxer. Morris Levy.

Editor of THE DIAL:

One day recently while on the *America*, I noticed a gang of real "soap hounds" hoisting soap from one of the holds through a hatchway at lightening speed. My attention was especially attracted by noticing one man doing acrobatic stunts trying to keep the cases from catching under the hatchway. The thought of the possibility of witnessing the breaking of the shoe string sling they were using and the precipitating of a case of soap on the heads of Carpenters working below made me seek out the boss of the gang and call his attention to what might happen.

This chap was not a Morse employee and he might have resented my butting in, but he didn't. He put the brakes on the fellow controlling the hoist, and in no time things were safe all around.

It was a situation of avoidable carelessness, where a chap who meant well did not see the danger. He was not the kind to say, "Oh, take a chance, it won't be my funeral," when it might well have been that of some other poor fellow. Seeing the danger and speaking but a word or two perhaps saved someone's life. If more would watch out and assume responsibility for the safety of others, there would be fewer accidents. A Butter In.

Editor's note—The above letter written on American Red Cross stationery, evidentally comes from a man whose thought for the welfare of others cannot be questioned. Any man who will think "of the other fellow" cannot be accused of selfishness and we feel it an honor to serve such an individual by publishing his letter, knowing full well that it was not written to seek praise for himself but rather to carry a message of safety to his fellow workers.

Acknowledgments

Mrs. Helen Engstrom, 478 Forty-fourth Street, Brooklyn, sends the following letter of appreciation to the Employees Association: "I wish to thank you for the money received. I certainly appreciate what Morse's has done for me since Mr. Charles Engstrom's death and hope some day the relief fund and all will be rewarded for the good work they have done."

Mrs. Anna E. Hayunga, 60 Sharrott Road, Pleasant Plains, Staten Island, sends to THE DIAL the following letter of appreciation: "For the donation given to me and the children since my husband's death, please let me through your columns thank the Riggers so very much."

William Borgensen, 364 Sixty-ninth Street, sends the following letter of appreciation to the Employees Association for flowers sent to the funeral of his sister: "We wish to acknowledge with sincere thanks the kind expression of your sympathy."

The father of Harry Smith, Jr., Apprentice, died suddenly on April 17. At the time of his death Mr. Smith was superintendent of a public school building and some years ago he worked in this yard. The Association sent flowers.

Aids Apprentices

In the article about the apprentices in the May DIAL, the name of Nils Johnson, Foreman Patternmaker, was not included in the list of department heads co-operating in training these boys. The omission was unintentional for Mr. Johnson is surely entitled to full credit for his efforts in behalf of the apprentices in his department. They are making splendid progress and are enthusiastic in their appreciation to him for his interest and help.

Out For a Ride ?

THE accompanying photograph was given to THE DIAL with the explanation that it is of two spendthrift youths looking for lady companions. Joe Luft and Thomas Kelly of the Electrical Department are the chauffeurs pictured and they should be very careful not to be arrested for speeding. Such a fast car requires skillful manipulation no doubt.

Joe Luft and Thomas Kelly

Some Show

"BEST yet," was the verdict of many at the vaudeville exhibition following the monthly meeting of the Employees Association, April 27. Every act was a winner and furnished plenty of snap and fun.

The first number was by Miss Betty Hale, singer and dancer. She could certainly do both. Her peculiar, loose-jointed dancing style in which she several times threatened the big light above the stage made a great hit, while in her feature song, "Oh, your eyes," she almost vamped Harry Anderson and Henry Rochelle. Charlie Jennings says she was from *Ziegfelt Follies*, but, be that as it may, we have no doubt she would qualify both in ability and costume.

Allan and Boyd put on a "surprise magical act." Allan went on first and was so constantly interrupted by Boyd down in the audience that he called up "the big fellow." Together, they made some jokes, sang some songs, and stepped comedy dances imitating Betty in fine style.

Lala proved to be an Oriental Dancer with a striking costume,—or lack of costume—composed mainly of beads. True to the popular conception of eastern dancing, it was not with the feet. Lala's denouement was a surprise to many, no doubt, especially the fact that "she" was nearly bald-headed.

The final act was by Love and Schenk, two colored comedians, called the "Mutt and Jeff" of vaudeville. These two were excellent singers, rendering solos and duets with soft, warm melody. A snappy dance or two livened up the number which closed with the song, "I found a rose." It was done so well that the entertainers found difficulty in satisfying the audience, being called back several times.

Clancy's well known jazz band allowed no idle moment to occur throughout the evening, playing with a zest and enthusiasm that kept everyone cheerful and the entertainment going at full speed.

Cupid Takes A Hand

THE speeding express train from Boston to New York on Friday afternoon, April 28, held more than usual interest for at least two people. Each mile covered by the rapidly rotating wheels brought nearer and nearer the climax of a romance.

In the train was Miss Jennie G. McRae of Boston, Mass., and in Grand Central Station was Ernest Bamford, Floor Foreman of the Sheet Metal Department, waiting impatiently to whisk her away and make her his bride.

Our happy benedict is a bit reticent upon the whirlwind wind-up of his romance of several years standing, but of course he couldn't keep it a secret from the boys in the Sheet Metal Shop, and his broad smile that won't come off would give him away anyway.

Bamford came to us last November from the Fore River Ship Yards at Quincy, Mass. His ability and genial manner have won for him a big place in the hearts of those with whom he comes in contact, and all join in wishing him and his bride the fullest happiness.

Michael Pasquale and Harry Smith received Apprentice diplomas in May and both were highly pleased with this emblem of the completion of four years training and their new rating as first class workmen.

Send In Baby Pictures

THE DIAL is always glad to print the pictures of the babies in the big Morse family. Have you sent yours in?

Gifts for Officers

APPRECIATION of the members of the Employees Association for the fine work of the officers during the past year was shown at the close of the monthly meeting of the Association April 27, when Joe Lowe, acting as spokesman, presented to each an appropriate gift with words of praise expressive of the sentiments of all, calling to mind the time, effort and responsibility given by the officers.

Secretary Eddie Hannivan received a gold watch, Treasurer Mortimer W. Mead a traveling bag, and President Joe McGuirk a diamond ring. Each responded with words of thanks for the gift and gratification at the honor of serving the men. President McGuirk especially stressed the privilege of being a member of the big Morse family, the fact that the employees here are a picked group and he urged all to give full support to the Association.

Through the efforts of the Shipping Board's Sea Service Bureau the percentage of Americans in the crews of United States ships has been greatly increased, according to a report by Admiral W. S. Benson, Chairman of the Shipping Board. In 1917 the crews were made up of 10 per cent Americans and 90 per cent aliens, while now they are 80 per cent Americans and 20 per cent aliens.

At the left is the reason the young man below has been assiduously looking for an apartment. Lucky chap, we'd say.

George Kaye always was popular, especially at the end of the week. He is Assistant Cashier.

Association Meeting

WHAT was said by many to be the best business meeting of the Employees Association ever held, was called to order by President McGuirk at 8:30 Wednesday evening, April 27, with the hall filled to overflowing.

Secretary Hannivan's report of the previous meeting was read and accepted, as was the April report of Treasurer Mead.

Numerous matters of importance were acted upon, several of which are treated separately in this issue of THE DIAL.

After a discussion concerning the advisability of building a hand ball court in the yard at a cost of from $250 to $275 and plans whereby a schedule would give all departments an opportunity to compete, the matter was laid on the table when lack of interest among the majority of members was apparent.

It was voted to hold the May meeting of the Association outdoors with friends invited, but it was requested that children should be excluded because of lack of seating capacity.

The heater boys of the Hull Department asked for an appropriation from the Association to buy suits and equipment for their newly organized baseball team. After considerable discussion, the motion was lost. President McGuirk, who opposed the request, promised to aid the heater boys to get their equipment in another way.

Vice-president Frankie Mack made a strong plea for the Relief Committee, telling of the many needy cases seeking help and the inability of the Committee to meet these needs because of the reduced income from the nickel deduction from the pay envelopes. He asked a special ten cent deduction for one week to clear up the indebtedness of the Committee.

Sentiment of the members of the Association present strongly favored the plan and wanted to increase the special deduction to twenty-five cents, but after considerable discussion the proposal was declared unconstitutional and the matter was laid on the table.

It was stated, however, that anyone who wished to aid the work of the Relief Association in its efforts to help those members of the Association now in financial straits, may simply notify Mr. Reinhardt, Paymaster, and the amount specified will be deducted.

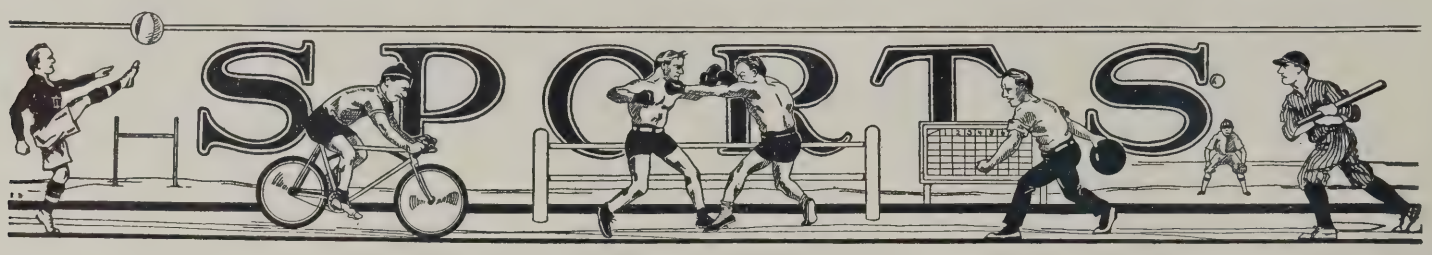
The meeting was adjourned to the Vaudeville and Boxing Exhibitions.

Proves Value of Training

A striking example of the value of the apprentice training and what it may mean to a boy to master one of the marine trades is the case of Harry Smith, Jr., who five years ago was an office boy here and anxious to become an apprentice.

At the first opening he was given his opportunity in the Outside Machinists Department. He made good and in May of this year he completed the four year course.

More than usual importance attached to this event in the life of Harry Smith, for a few weeks before graduating, his father died, leaving much of the burden of the home upon his young shoulders. It was at this time that he received the $200 bonus given by the company to the apprentices upon their graduation, and his pay was raised from 50 cents an hour to 72 cents, the rate for Outside Machinists. Thus, by his foresight and training was he able to assume new and unexpected financial responsibilities in a splendid way.



Apprentices Win Game.

IN a game nip-and-tuck, filled with thrills all the way, our Apprentices came through with a victory 8 to 7 over the Swannee Pleasure Club of Bay Ridge on April 24. The splendid pitching of Colletti, Fanroth's work behind the bat and the spirit of fight in the team which enabled it to come from behind and win, were the features of the game.

Swannee scored in the first inning and the Apprentices came right behind and tied it up. The opponents crossed the plate in the second and third and again our boys evened the count with two runs in the third. Swannee tallied two in the fourth and one in the fifth. The Apprentices were blanked meanwhile, but scored in the sixth and then went ahead by romping across with three runs in the seventh.

The opponents tied the game for the fourth time by scoring one in the eighth, and then blanked our boys in their half. The ninth was the big inning. With excitement at high pitch Colletti held the Swannees safe. Then our boys showed the real old scrapping spirit and shoved across the winning tally.

The Apprentices were Maher cf, Ambriano 2b, Colletti p, Kelly lf, F. Hanson 1b, Brosile 3b, Fanroth c, G. Hanson ss, A. White rf.

Apprentices Give Thanks.

THE Apprentice baseball team wishes to express through THE DIAL its thanks to the Employees Association for the $50 given for completing its equipment. It now has a fine outfit and is playing some fast games. All the boys are anxious that men in the yard come out to Prospect Park Sunday afternoons and root for them. They promise snappy exhibitions of baseball.

Any team wishing to get games with the Apprentices should get in touch with Charles Ambriano, 271 Twentieth Street, Brooklyn.

Sailor Joe Daly, formerly of our Pipe Shop, won a decision over "Bull" Anderson in a fast 12-round feature bout at the Bay Ridge S. C. on May 3.

Mickie Maff, a clever lightweight fighter who recently became the protege of Jack Byers, has joined the Morse workers in the Copper Shop.

Johnny Schroeder of the Traffic Department was recently seen assiduously jumping rope as part of his training course for a proposed boxing match with a rival in the Carpenter Shop.

The Hull Department has issued a challenge to any department in the yard for a tug-of-war contest. The Employees Association has complete apparatus for this sport. It is hoped other departments will accept the challenge and give the Hull Department a run for honors.

Baseball Holds Sway.

WITH the coming of the settled spring weather, outdoor sports have taken their usual hold on the younger generation. The familiar crack of bat against ball and the sharp spat as the sphere hits glove or bare hand testifies that the great American game is still supreme. Exhibitions may be seen on almost any open lot and in our yard during the noon hour.

It is in the regular games, however, on Saturdays and Sundays, that our boys shine. The Apprentices are putting up some snappy games and several departments frequently organize teams for some good sport.

Several former Morse players are cavorting in professional uniforms, including "Chad" See now playing regularly in the outfield for the Cincinnati Nationals. Hen Crist has piloted the fast Howards to five victories and four defeats, playing against the Cuban Stars and other equally fast aggregations. With him is Bunny Dwyer at centerfield, who is hitting and stealing the bases in fine style.

Pete Grant, with Reimann putting up a great game at short, is sending his Ivanhoes along at a fast clip and drawing big crowds at the games. Jimmie McGarry, another former Morse player, is pitching for Tesreau's Bears.

Office Team Started

AN Office Baseball team has been organized for noon hour sport and to play teams of like calibre on Saturday afternoons and Sunday mornings. It is planned to arrange contests with other departments and to gain closer friendship thereby.

Among the first to go out for the team were Edward Hoagland (captain), Edwards, McGivney, George Johnson, Frank Johnston (manager), Walter O'Brien, Roman, Erickson, Peterson and Westerberg.

Legion Beats Apprentices.

THE fast Miles-Nelson American legion baseball club defeated our Apprentice team 9 to 1 on May 8 at the Prospect Park grounds. The soldier boys were a larger and stronger aggregation and the Apprentices felt they did well to hold the score down. It was a snappy game from start to finish with both sides working all the way.

Baseball Notes.

Pete Grant, former Morse baseball star, is now manager of the Ivanhoes and has gathered a fast agregation, including Reiman, former shortstop here. Opening the season on March 26, the team took a double-header from the East New York A. A. and showed lots of speed and class.

Joe Cox, heavyweight pugilist, who formerly worked in this yard, outpointed Larry Williams in a 15-round battle, April 23, at the Commonwealth Sporting Club, New York.

Young Pugilists Entertain

FOUR fast bouts, every one of them a good exhibition, were the closing feature of the monthly meeting of the Employees Association April 27. All went four two-minute rounds.

The first encounter was between Joey Fox and Bob Elliott with Marty Deagan as referee. Elliott had never before been in the ring, but he had the crowd with him from the first. He was as quick as a cat and landed some punches that led the wise ones to predict he will make the best of them step some when he has acquired a little more science. Billy Burke signed him right up for a go at the Bay Ridge Sporting Club.

Willie Crystal and Henny Mick then mixed in a rapid fire scrap with Paulie Mack as referee. Crystal made his opponent step some all the way and looked to have a bit the best of it.

In the third bout, Young Kramer of our Pipe Shop met Willie Garber, of New York. It was a close match, the fans calling in vain for Kramer to land, for Garber was fast and skillful. Harry Smith refereed the battle.

The final battle of the evening was between Willie Britt and Artie Walker of East New York. Britt seemed to have all the better of it and all thought he could have landed a kayo, but his opponent was game and stayed the limit. Henry Rochelle was referee for this bout.

Robins Soccer Champs

MORSE soccer fans have watched with interest the fine series of victories won by the Robins Dry Dock Football Club carrying off the championship of the United States. The recent victory over the Scullins Steel F. C. of St. Louis gave Robins the National Challenge Cup and a victory over Fall River won the American Cup. It is reported that the team may now go to Europe to play the best on that side. Two former Morse players, Walter Page and Freddie Beardsworth, are stars on the champion outfit.

George Kirschner, protege of Jack Byers, fought at the Bay Ridge S. C. April 26 and won a technical knock-out over Joe Keame in the third round. Tommy McGowan, who formerly worked in this yard, lost a decision to Joe Flores, Champion of the Philippines, in a ten round bout the same evening.

Hen Crist, who played for the Morse team, is managing the Howards this year. They opened the season March 26, playing to a large crowd and losing 4 to 5 against the Westinghouse A. A. Bunny Dwyer, former captain of the Morse ball tossers, is playing centerfield for the Howards.

A punching bag is to be installed in the meeting room of the Employees Association for the benefit of the men in the yard who are interested in taking up boxing, it was announced at the meeting of the Association April 27.

Upper left, Anna May Hale, daughter of Thomas Hale, Burning Department, and friend Dorothy Ernst.

Lower left, Edward Jennings, age 11 months, son of Charles Jennings, Hull Department.

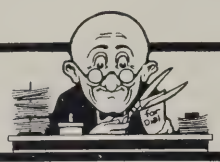
Top center, Alice Minnett, age 14 months, daughter of Charles Minnett, Jr., Wood Caulkers.

Center, Emma Marie Coyle, age 4 years, daughter of Charles Coyle, Hull Department.

Lower center, Mildred Poder, age 7 years, and Milton Poder, Jr., age 18 months, children of Milton Poder, Inside Machinists.

Upper right, Genevieve Hansen, age 6 years, August, Jr., age 4½ years, Clifford, age 2 years, children of A. Hansen, Outside Machinists.

Lower right, Ruth M. Sather, age 3½ years and Maxine R. J. Sather, age 3 months, children of Alfred G. Sather, Outside Machinists.

SCISSOR  THEFTS

Thoughts on Life and Business.

By B.C. Forbes

THE fellow who isn't fired with enthusiasm is apt to be fired.

Excess is an arch enemy of success.

If top-notch effort yields you no happiness, there's something wrong either with you or your efforts. Sit down and do some analyzing.

After all, you've got to give full, fair value. Or you won't last.

Carelessness and failure are twins.

The most valuable "system" is a good nervous system.

Saving is Having.

If you have half an hour to spare, don't spend it with someone who hasn't.

Don't simply see how you can "put in the day." See how much you can put into the day.

Never contrive to make it easy for your concern to get along without you.

Make sure the prize you chase is worth the price. If you cultivate your talents you'll always find an opportunity to use them.

When in a fix, sweating will get you farther than swearing. Let mules do the kicking.

Honking your horn doesn't help so much as steering wisely.

Don't expect poor work now to lead to brilliant work hereafter.

You have no idea how big the other fellow's troubles are.

It's all right to aspire to control others, but have you begun with Number One?

Notice that two-thirds of "Promotion" consists of "Motion."

There is a better market for smiles than frowns.

The highest form of salesmanship is nothing but service.

The only influence worth having is the influence you yourself create.

The wages of idleness is demotion.

There is no higher rank than that of worker.

No title can ever make a loafer a nobleman.

There must be output before there can be income.

Defeat is often a spur to victory.

The best reward is sense of worthy achievement.

Good times for all can only be the product of good work by all.

—*Forbes Magazine.*

Asbestos has been used for many centuries. It is told that Charlemagne as far back as 800 A.D. was wont to give banquets, and then to the consternation of his guests, would order the table cloths set on fire, but as they were made of asbestos, they would not burn.

There is a time for some things and a time for all things; a time for great things and a time for small things.

It is more worth while to take pains to be agreeable to those under you than to those over you. Neither fawn nor growl.

There are three kinds of people in the world—the wills and won'ts and the can'ts. Think it over!

The Phoolosopher.

Never strike a man when he is down; for he may get up and lick the tar out of you.

There are only two men in the whole world who never make mistakes; they are you and I.

I never have any trouble in regulating my own conduct; what bothers me is keeping other folks straight.

Some men manage to dodge enough work to keep a dozen people busy.

Better than fame is the wish for fame, the constant training for glorious strife.—*Beecher.*

Reprove thy friend privately; commend him publicly.—*Solon.*

If this whole world should agree to speak nothing but the truth, what an abridgement it would make in speech.—*Stillman.*

All power, even the most despotic, rests ultimately upon opinion.—*Hume.*

No man ever did a designed injury to another without doing a greater to himself. —*Henry Home.*

Let rumors be; when did not rumors fly. —*Tennyson.*

Music is well said to be the speech of angels.—*Carlyle.*

When you obtain anything yourself for half-price, somebody else must always have paid the other half.—*Ruskin.*

Nothing will ever be attempted if all possible objections must be overcome.

Dr. Johnson.

Pride is as cruel a beggar as want, and a great deal more saucy; when you have bought one fine thing, you must buy ten more, that your appearance may be all of a piece.—*Benj. Franklin.*

It is not desirable to be one of those men who possess almost all gifts except the gift of the power to use them.—*Kingsley.*

Make yourself necessary to the world and mankind will give you bread.—*Emerson.*

Errors, like straws upon the surface flow; He who would search for pearls must dive below.—*Dryden.*

Every man has in himself a continent of undiscovered character. Happy is he who acts the Columbus to his own soul.—*T. J. Cuyler, D.D.*

If you would have the priestly gift of sympathy, you must be content to pay the price: like Him—you must suffer.—*F. W. Robertson.*

An optimist is one who takes all his lemons and makes them into lemonade.—*Selected.*

The New Stenographer.

I have a new stenographer—she came to work today;
She told me that she wrote the Graham system;
Two hundred words a minute seemed to her, she said, like play,
And word for word, at that, she never missed 'em.
I gave her some dictation, a letter to a man;
And this, as I remember, was how the letter ran;
"Dear Sir: I have your favor, and in reply would state,
That I accept the offer in yours of recent date.
I wish to say, however, that under no condition
Can I afford to think of your free lance proposition.
I shall begin tomorrow to turn the matter out;
The copy will be ready by August 10, about.
Material of this nature should not be rushed unduly.
Thanking you for the favor, I am yours very truly."
She took it down in shorthand with apparent ease and grace;
She didn't call me back all in a flurry.
Thought I, "At last I have a girl worth keeping 'round the place."
Then said, "Now, write it out; you needn't hurry."
The Remington she tackled; now and then she struck a key,
And after thirty minutes this is what she handed me:
"Deer sir, I have th feever and in a pile i sit.
And I accept the offer as you have reasoned it.
I wish to see, however, that under my condition
Can i for to think of your free lunch preposition.
I shall be in tomorrow to turn the mother out;
The cap will be red and will cost about.
Material of this nature should not rust
N. Dooley,
Thinking you have the fever i am yours very truly."

Business Journal

We call that person who has lost his father, an orphan, and a widower, that man who has lost his wife. And that man who has known the immense unhappiness of losing his friend, by what name do we call him? Here every human language holds its peace in impotence.—*Joseph Roux.*

If you would have all the world love you, you must first love all the world.—*Ralph Waldo Trine.*

Be slow in choosing a friend, slower in changing.—*Benjamin Franklin.*

A good way to mend our ways is to patch up a quarrel.

All private virtue is the public fund;
As that abounds, the state decays or shines.
Each should contribute to the general stock—
And who lends most, is most his country's friend.—*Jephson.*

If there is anything that is a burden; if there is anything that is an obstacle; if there is anything that is difficult for a young man to overcome, it is an income that will enable him to live without work.—*Wm. Howard Taft.*

Firefighters Win Praise

SPLENDID work on the part of Morse firemen quickly put out what promised to be a big fire on the oil tanker *L. J. Drake* and dry dock Number One, April 26. At one moment huge volumes of black smoke were rolling skyward and a few minutes later the flames were completely smothered.

The *Drake* was on dry dock having rivets renewed in her bottom at the same time another crew was repairing her pipe lines. During the course of operations the latter crew broke the joint of a ten inch oil cargo line directly above where the riveters were at work.

Some of the oil fell on the red hot rivets and a moment later flames were spurting out an inch an a half hole in the bottom of the ship. Oil on the dry dock quickly caught fire and both vessel and dock were enveloped in clouds of thick smoke.

Firemen rushed the 40-gallon chemicals to the scene and played on the fire outside the ship. At the same time the Foamite plant was put into operation and a line carried inside the tanker. Almost in less time than it takes to tell it, all signs of fire were gone and the danger was over, attesting to the splendid fire fighting force and equipment that the Morse plant has installed.

The complete effectiveness of our fire-fighting apparatus was well demonstrated. Water, chemicals and Foamite, all were ready to pour upon the blaze with quickness and dispatch.

Great credit is due Chief Meyers and his men for having all apparatus in readiness and the organization for meeting conditions with highest efficiency. Special mention is made of John Kelley, Joe Frank, and Max Faulhabe, Smoke Mask Men, who fought the fires inside the ship. The companies responding to the call were Hose Reels No. 1 and 2, Chemical Engines No. 1 and 2, Foamite Reels No. 1 and 2.

After the fire Mr. Morse wrote the following letter addressed to the Fire Department:

"Gentlemen: I wish to thank the members of the Fire Department of the Morse Dry Dock & Repair Company for the energy and efficiency shown in getting control of what at first threatened to be a disasterous fire on the "*L. J. Drake*," Tesday morning. I watched the volume of oily smoke rolling up from the dock and it seemed to me that it all disappeared in about two minutes. I find that your chemical engines were ready for instant use and that the Foamite line was already for instant use inside the ship. It is gratifying to know that the plant is being protected from fire by such an efficient organization."

Treasurer's Report

THE report of the Treasurer of the Employees Association for the month of April as read at the meeting on April 27 follows.

Receipts from relief were $450.90; dues $383.50; insurance $430.35; returned insurance $33.60; ball $225; total $1523.35.

Expenditures for relief were $280; election expenses $366.98; insurance $304.60; advanced insurance $20; picnic deposit $25; April bowling rent $70; gifts for officers $181;general expenses $320.67; total $1568.25.

The April 1 bank balance was $1820.40; deposited in April $1523.35;total $3343.75; expenditures $1568.25; balance $1775.50.

YOUR uncle sure ain't got much use fer tha guy goin' around like a cloud of gloom all tha time, lookin' as though he had just lost his mother-in-law or his sweetie had given him the go-bye.

Yer know I got troubles enough of my own without runnin' around in a cloud of gloom all day, and I don't believe them guys feel any better fer lookin' like a funeral.

Tain't so very hard to fergit yer troubles if yer crowd 'em inter a box and sit on the cover. Yessir, I find thet my troubles ain't any worse than anybody else's, so I jest packs 'em away and grins.

Sometimes the grin is kinder fishy, but first thing I knows tha troubles ain't so bad as I thought they was and the grin is all right and there to stay.

Tha boys like yer a lot better if yer grin once in a while. And the best part of it is, yer like yerself better.

Safety Hints

GUARD Deck Openings—Hatch openings, ventilators and manholes should be guarded. Hatch openings should have substantial wooden guard rails. Heavy sections of timber will protect ventilator openings. Manholes and ventilators should have temporary covers of either wood or metal, a hinged metal cover having proved the most efficient protection. One lost-time manhole accident will frequently offset the price of a good many covers, whether of wood or of metal.

Use Goggles—Efficient goggles should be supplied to all men in pneumatic tool work to eliminate eye injuries; and steps should be taken to make sure that they are worn. Goggles should be designed to have sufficient ventilation to relieve condensation, and should be carefully fitted. Where special lenses are required in goggles, it is a wise investment on the part of the employer to see that they are furnished.

Eliminate Unnecessary Air Hose—Often ladders and stairs are cluttered with air lines, which create a serious tripping hazard. Strict supervision by foremen and safety-committee men, and the installation of pipe lines down hatches with manifolds at deck levels, will eliminate this practice; production will be increased and consumption of air hose reduced.

In connection with pneumatic work it should also be remarked that tools should have careful attention before distribution, and the use of mushroomed sledges, flatters, and mauls, sprung wrenches or defective drift pins should not be permitted.

Foodstuffs Drop 50 Per Cent in Year

THE great slump the cost of foodstuffs has taken in the last year is reflected in a survey of the food market made public recently by Herschel Jones, director of the local office of the State Division of Foods and Markets, according to the *New York Sun*. The perishable foodstuffs show a decrease of almost 50 per cent in the year, the lowest price being recorded during the last week.

Butter and eggs reflected the largest decline during the week, due to large receipts. The best quality of white eggs sold for 38 to 40 cents a dozen, while a year ago the price ranged between 51 and 54 cents, wholesale. The best creamery butter sold last week for 37 to 39 cents a pound, and in April 1920, it brought 68 cents a pound.

Baldwin apples sold for $5 to $6 a barrel, while last year they sold for $7 to $12; lettuce a barrel sold for $2 to $5.50 and in 1920 for $8 to $12, and onions brought 75 cents to $1 a hundred pound bag, while a year ago they fetched $5 to $8.50 for the same weight.

Fancy country dressed calves were selling last week for 16 and 17 cents a pound and a year ago for 23 to 24 cents. Bulls dropped from 7 to 9½ to 7 cents, while in 1920 they brought 7 to 16 cents a pound.

Tiffanys Startled

VISIONS of Jesse James and his gang must have arisen before the frightened eyes of the clerks at Tiffany's jewelry establishment in New York recently, when three roughly dressed men pushed their way into the store and worked their way to the show cases.

"Want ter look at watches," said one of the trio.

But hardly had he spoken when at least twenty store detectives, their hands suggestively in their pockets and the outlines of pistols plainly covering the three "hard guys," began to hover about the trio.

No trouble resulted, however, for the intruders were not what they were taken to be. Al Simondinger, Frankie Mack and Charlie Pearson, dressed in their working clothes and acting as a committee to purchase gifts for the last year's officers of the Employees Association, were the trio.

The incident is an interesting illustration of the part clothes play in the first impression given to others. Had these three had the opportunity to "change" before going to New York on their errand, other customers at Tiffany's would have had nothing on them for appearance, and a flock of clerks instead of detectives would have hovered about them. The gifts were bought elsewhere.

Association Picnic

AT the monthly meeting of the Employees Association April 27, Chairman Joe Frank of the Outing Committee announced that the annual outing and picnic of the Association will be held at Ulmer Park, July 23. He said that plans are to make it the best affair of its kind ever held and he asked for the full support and co-operation of all. It was reported that the price of tickets has been cut in half this year.

Adrian Bernard, Joiner Shop Apprentice, has resigned to enter the employ of his uncle, who is a boat builder at Gravesend Bay. The training received here as an apprentice will be a big aid to him in his new line of work.

Lingerie For Thin Gowns

THE garment worn directly under the dress has much to do with the effect of the dress itself. Therefore the undergarments should not be picked up at random sales, but planned to suit the particular dresses with which they are to be worn. Many women, however, never pay any particular attention to their underwear except when they are planning their graduation or wedding dresses. At all other times, they wear such petticoats as come handy.

It is not unusual to see a woman, who buys her dresses ready-made, wearing a narrow-skirted dress with a perfect bundle of petticoat underneath. If asked, she would probably confess that she is wearing an old petticoat five or six years old —"but just as good as *new*, my dear, because I didn't wear it much the year I got it, and then it got mislaid one winter and I only found it this spring and got it out and thought I'd wear it out." Of course it is as good as new, but not good for this season, because it measures about twice as wide around the hem as this season's dresses.

Underwear is to the dress what the foundation is to the house, and it should be built just as skillfully. It is impossible to secure a dainty, graceful effect with a dress when it is worn over a clumsy petticoat or a bungling chemise or camisole.

The silhouette of the garment must be like that of the dress. For the present slim and narrow styles, materials that are soft and clinging give the best effect in underwear, and very few ruffles or flounces may be used with a narrow skirted gown.

Elaborate lace trimmings are neither in good taste nor style and the decoration most popular today is simple handwork, such as delicate embroidery, eyelets, cat-stitching, or small inserts of very fine filet crochet. Colored ribbons should be used on lingerie only when the dress is *not* transparent.

Colored lingerie has been a fad among certain women during the past few seasons. There is this to say for it, that underwear of a delicate pink when worn with a pink dress of very thin material such as organdie or Georgette crepe, or blue underwear worn under a thin blue gown, is both practical and pretty, as it deepens the effects of the gown.

But color always attracts the eye, so that when a girl wears a bright pink camisole under a sheer white blouse or frock, the only conclusion one can draw is that she *wants* to attract attention to her underwear.

Since several petticoats are likely to prove clumsy, it is better to wear but one, now that Dame Fashion decrees that women shall look slim whether they are or not. But great care must be taken in selecting the material of that one petticoat, to see that it is not transparent. Soft silk or satin is good, or a soft quality of sateen. Many women also like petticoats of thin pique for summer wear; of course the pique must be laundered without starch.

Maybe it's a good thing we can't look into the future. If you could know today how many times you will have to entertain some of your relations or in-laws between now and New Year's, you might want to go jump off the bridge.

Lots of women stop having birthdays not because they are ashamed of growing old but because Hubby always forgets to buy a present.

A quarrel between husband and wife is like a run in a silk stocking: a very little thing will start it but it's hard to stop it.

How to Wash Knitted Articles

MANY a woman has tried washing a good sweater once and had such unhappy results that she has never dared tackle the job again. It is true that knitted articles, especially the loose-meshed women's sweaters so popular just now, often lose their shape while being washed and emerge from the process looking more like strings than garments.

If these directions are followed carefully, no such result should occur: First measure the article, and jot down the measurements on a paper. Then, using a luke-warm water and soap solution, wash the article thoroughly by squeezing rather than rubbing. *Do not lift it up and down* in the water as you would a cotton or linen article, as the weight of the water will stretch it. When lifting it, hold the hand under it to prevent stretching.

Rinse in as many waters as needed to clear out all the suds. Do not twist to wring out all the water, though it is perfectly safe to press out the water through a wringer if you take pains not to stretch or pull it. If you have no wringer handy, squeeze out the water. Wrap the article in a bath towel and squeeze it gently to let the towel take up the water.

Then lay the garment out on another clean, dry bath towel or a sheet, and arrange it in its proper shape. Don't pull the sleeves out any longer than the original measurements. Let the garment have about twenty-four hours to get perfectly dry. Turn several times to get both front and back dried.

Vegetables For Breakfast

THIS is a fine time of year to begin varying the monotony of the regulation fruit-cereal-coffee-rolls-bacon-and-eggs kind of breakfast which most American families have about three hundred, sixty-five and a fourth mornings a year.

As spring advances, getting up in the morning is not nearly so hard for most of us as it was back in December and January. Sunshine, balmy air, bird songs, green grass, and for some of us the joy of making a garden, all unite to make spring mornings very joyous.

But somehow, the same old breakfast that we have been having all winter sort of takes away our appetite.

So this is the time for the housewife to put on her thinking cap and plan some surprise breakfasts that will tempt the most spring-feverish appetite.

Few of us can afford fresh strawberries just yet, but fortunately, oranges, in most sections of the east, are down to a reasonable price, so that an orange or glass of orange juice is within the means of most people. Soon rhubarb, that most "springy" of all spring fruit, will be very plentiful and cheap, and this is most beneficial to the health as well as pleasing to most tastes.

But it is by using spring vegetables for breakfast that the housewife can get most variety and at the same time offer her family the most healthful kind of spring diet.

Creamed peas or asparagus on toast make a delightful substitute for bacon and eggs, offering nutrition as well as change. Fresh, crisp radishes or young green onions, with unsweetened crisp rolls or just plain bread and butter, are also good for breakfast.

One mother, whose little girl refused to drink as much milk each day as the doctor said she needed, found that by serving creamed carrots for the child's breakfast she could tempt the little girl's failing appetite and get her to take the necessary amount of milk without ever suspecting it. Of course the carrots were boiled the day before, and merely reheated in the morning, with hot milk, seasoned with a little salt and butter.

Later in the season, egg-plant, summer squash, and creamed young turnips may be had, and these are just as delicious for breakfast as for dinner.

Vary the bread stuff used for breakfast, alternating with rolls, toast, biscuits, corn bread, waffles, pan cakes and sometimes just plain white bread. Vary the ways in which you prepare the eggs, if your family is one of those that demands eggs every morning. Vary the cereals used. And use vegetables and fruits as liberally as possible all the year through, but especially in the spring, when the system craves fresh green things.

Enjoy Your Own Parties

THE other day the writer overheard two girls talking over their week-end pleasures.

"How did your party come off?" asked one with interest.

"The other girl's face fell. "Oh, it seemed like a perfect *mess!*" she replied.

"Why, how do you mean?" queried her friend. "You had made such nice plans, and asked such a congenial lot of people, and looked forward to it so much, I don't see how it could have been anything but a success."

"Well, maybe they had a good time—I don't know—but I know *I* didn't. I was so dog tired before anybody got there that I longed to go to bed. Of course I left too many things till the last minute, and had to rush around. And then I discovered that Mother was going to wear a horrid old dress that I just *hate*, and we had a row about that. And my dress had to be pressed, and my brother was late getting home with the favors I sent him out to buy, and all in all, I was just about in hysterics when the first guest arrived.

"I just dragged through the evening somehow, trying to make everything go off nicely, and see that everybody had a good time, but I felt that it was more or less of a failure. Maybe I asked too big a crowd, but I hadn't had a party for a long time, and I wanted to pay all my social debts at one time and get it over with, so I asked fifteen couples besides Joe. But when they all got there it seemed as though there were a million people in the house, all yelling at once. I was glad when it was over, even though I was half sick with disappointment over the way it had gone."

"Oh, I'm sure it was much better than you think," soothed the friend. "You were just tired."

"Yes, I certainly *was* tired," agreed the erstwhile hostess. "I never want to have another party again as long as I live. I can't remember that awful evening with anything but regret."

How many hostesses have felt just that way "after the ball was over!" How many other girls, as well as older women, have miserably decided that their parties were failures and that they would never entertain again!

The successful hostess, who succeeds in having a good time at her own party as well as making her guests have a good time, is surely to be envied. Here are a few rules which she should observe:

Never invite too many guests. You know how many persons can *comfortably* be seated for cards or move about for dancing. Don't overcrowd your rooms. Better give half a dozen very simple and inexpensive little parties, than one elaborate one to which you ask everybody you know. Some hostesses think it is less expensive to give one big party once in a long while and thus "get it over," but they often pay in regrets what they save in effort.

The tired hostess usually becomes the worried hostess, who frets over every little thing, has a miserable time herself, and fails to show her guests the true party gaiety. Plan the cleaning and decoration of the house and the preparation of the refreshments, favors, prizes, etc., before hand and try to rest for an hour or two before the party, instead of working right up till the moment the doorbell rings to announce the first guest.

Of course every garment that every member of the family is to wear at the party should be planned in advance and got ready. Don't come down to the last half hour without deciding what Mother is to wear, and seeing that it is ready. Whether it is a children's party or an adult's, this is important. Have all the clothing, including slippers, hosiery, etc. laid out in advance so that the wearer can dress or be dressed quickly and with out fuss or worry. Nothing spoils the happy party spirit like getting cross and fretted over some unimportant little detail that ought to have been arranged in advance.

Don't wait until the last few hours before the party to plan about the serving of the refreshments. Know before you send out the invitations just what will be served, and how, and whether or not you have the correct dishes, glasses, spoons, etc. in sufficient numbers to serve the company you plan to ask. Have all dishes, glasses, silver, napkins, and refreshments in readiness so that there will be no last minute rush, worry, and nervousness, which often is the cause of spilling, accidents and great fatigue.

An ounce of planning in advance is worth a ton of vain regrets after the party is over. The hostess who has everything in complete readiness, and keeps cool, serene, pleasant and happy, is bound to make her guests have a good time, and to have one herself.

Putting Away Winter Clothing

THERE'S only one reason for putting anything in the clothing line away until another season. That reason is that more service is expected of the garments. That being the case, care must be taken when putting them away to see that they will come out of storage in as good condition as that in which they were put away.

Look over winter clothing carefully, decide whether it is worth keeping, and if it is still good enough to give promise of future service, clean it thoroughly and store it for the summer.

Moths simply love dirt, lint and the kind of gray fluff that has a habit of collecting in the creases of garments and down in the seams of the pockets. Therefore, it is essential, if you wish to avoid moths, that you put garments away clean.

If you can afford to send them to the dry-cleaner, so much the better. Perhaps you can give them a gasolene dipping yourself, though it is more difficult to do than many women realize, and the utmost care should be taken to avoid fire. However, it is worth attempting if you have no cedar chest or tar-bags, and wish to make certain that moths do not get into an expensive garment, for the gasolene kills any moth eggs that may be lurking in the corners of the garment, and discourages the presence of any live moths that may be looking for a likely nest, in which to deposit eggs.

If possible, get winter clothing out occasionally during the summer and air it in the bright sunshine, turning the pockets inside out, and exposing all parts to the sun and air. Brush thoroughly again before putting away, because dust collects on a garment even during the few hours in which it might be airing.

It is real economy to put furs in cold storage at some reliable place. The comfort of not having to worry about them more than makes up for the small expense of thus insuring your furs against moths.

"Yes," mused Mr. Newlywed. "The marriage relation is all right, but it's my married relations that bother me."

What Is A Balanced Ration?

SINCE cookery became a science and the preparation of the family food began to be looked upon not as mere drudgery but an opportunity to build up the family health, happiness and efficiency, domestic science experts have talked a lot about calories, proteins, vitamines and balanced rations.

Much of this technical talk is confusing and unintelligible to the ordinary housewife, who has neither the time nor the inclination to go very deeply into the science and chemistry of foods though she would like to know how best to cater to her family.

In plain, every day speech, the balanced meal or day's ration is one which supplies the body with each kind of necessary food. Of necessary foods there are five groups. If the housewife will keep these groups in mind, and see that her family has, each day, something to eat from each group, she can feel reasonably sure that she is giving a balanced ration. Sometimes it is possible to give one article from each group at each meal; this is, of course, the ideal balancing of foods. Here are the groups:

Group I.—Foods characterized by mineral substances, particularly necessary for growing children: spinach, lettuce, peas, string beans, tomatoes, turnips, carrots, cabbage, onions, other vegetables, apples, pears, oranges, grapefruit, grapes, berries, gelatin. *Not bananas.*

Group II.—Lean meats, poultry, fish, milk, cheese, eggs, nuts, dried beans, cocoa, custards, ice-cream.

Group III. — Starch foods — breakfast cereals, bread or any kind of bread product, cake, crackers, rice, tapioca, potatoes, macaroni.

Group IV.—Syrup, honey, preserves, dried fruits, dates, figs, raisins, candy, sugar, prunes.

Group V.—Butter, cream, lard, bacon, chocolate, vegetable oils.

Of course the *amount* of food to be eaten by a given person depends upon his age and occupation. A growing child needs more food than his grandmother does, and a carpenter or mason needs much more than the man who sits at a desk all day. But *all* of them need some food from each group every day.

Many women over-do foods from the starch group. They will serve meat and potatoes, macaroni and cheese, bread and butter, and a delicious rice pudding for dessert. And then perhaps wonder why they have a headache!

Group I is very important for health. Spinach or lettuce should find a place on every table almost every day of the year, as well as some fruit.

Group IV is the one that the man needs least of, though of course a little sweetening in the diet is good. Children would thrive if they never had one particle of sugar, candy, syrup, or honey, provided that they have a few dates, figs, or prunes every day or two, with plenty of fresh fruits, such as oranges or apples.

Tomato sauce, paste or a mere cupful of stewed tomatoes, will help out stews and gravies that seem pale and uninteresting. Nothing is so disappointing at the close of a hard day's work as to sit down to a meal that *looks* uninteresting, tasteless and flat, so the housewife should see to it not only that the food *tastes* good, and is served hot and well-seasoned, but that it looks inviting and tasty, too.

An Interesting Department

ONE interesting and busy place in the yard is the Sheet Metal Department where something new is being done all the time. Here machines are turning out different kinds of work from plain sheets of iron to tanks, cowls, ventilators, in many shapes and sizes.

One machine takes a sheet of iron 3 by 12 feet and breaks it as though it were a toothpick. Another machine takes a sheet of the same kind and bends it to any shape desired.

The workmen in this department are like one large family, always willing to help each other, declares one of the men. Mr. McCullach, the foreman, in the short time he has been in charge, has gained the confidence of the men under him by his consideration, impartiality and capabilities. He has had long experience in the sheet metal line and is a man of executive ability as well.

He is especially interested in the Apprentices, in arousing them to a realization of future possibilities in their line of work and instilling the spark of inventive genius so important to highest success. Often he stays two hours or more after work just for the purpose of giving to the Apprentices and Helpers in his department the benefit of his knowledge and experience in the solution of some particular problem or in their general progress.

Ernest Bamford, William Walters, and Al Murray are assistants in charge. The first named looks after the floor work, both on new and repair jobs. He is a busy man and laggards have no chance under his watchful eye.

Mr. Walters takes charge of all the work on ships relating to this department, while Mr. Murray looks after the material and checking up the work done by the mechanics in the shop.

An example of the work done here is that accomplished on the *S.S. DeKalb*, now the *Mount Clay*, when approximately fourteen tons of iron was made up into different shapes for that one ship. Twelve gangs of men were constantly working on her for four months.

It is interesting to note that the foreman of this department was identified with the making of the first phonograph. At the time Thomas A. Edison, Matthew Bleckwood and Lord Kelvin were experimenting with the talking machine in view twenty-five years ago, Mr. McCullach was working for the Clyde Shipbuilding and Engineering Company in Scotland.

He made for the experimenters horns for the machines at various stages of the work. During this time he made horns varying from three inches in diameter to three feet or more, and finally the size deemed best adapted to throw the sound was chosen.

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Going Into Business

PHILIP VAN GELDEREN, who has been for three years Foreman of the Salvage Department and before that worked as a Coppersmith's helper and Chauffeur, has left the employ of the company to engage in business for himself. Fred Harbeck, Assistant Foreman, now has charge of the Salvage Department.

Van Gelderen plans to deliver butter, eggs and farm products direct to the consumer, and as his overhead expenses will be small, he says he will be able to furnish strictly fresh goods at attractive prices. His home is at 1655 Benson Avenue and he will welcome orders from his friends in the yard.

Delay in notifying of change of residence is cause for failure to receive THE DIAL on time. Be sure that your correct address is on THE DIAL mailing list.

MacFarlane's Goat

QUEER surprises sometimes are drydocked here along with the ships. When the *S.S. George W. Barnes* was raised on four sections of our 30,000 ton dry dock recently, workmen going out to examine her hull found a dead goat lying on section three. They immediately named it "MacFarlane's Goat."

This recalls the election campaign of the Employees Association three years ago when the little white protege of James MacFarlane, Burning Department, played a large part in the fun making and gave Mac a chance to declare, "See? I've got their goat."

Mac says, however, that the goat drydocked was not his, in fact he is sure about it for there are reasons, he declares, why it could not be his.

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Russell Becomes Boat Captain

CAPT. FRANK P. RUSSELL, who was Superintendent of the Rigging Department in the Morse yard in 1917-18, has been in the yard recently preparing to make his first trip as captain on the *S.S. Westoil* which was being repaired and fitted up for service on the Great Lakes. He renewed friendships and was warmly greeted by all who knew him when he worked here.

Capt. Russell had both shipyard and sailing experience before coming to the Morse yard and he is a widely known sailing master in New York and New England ports. His latest ship, the *Westoil*, has just been bought from the Standard Oil Company by the Edward Farley Company of Chicago and will be used for transporting grain between Great Lakes ports.

—o—

Fire in Carpenter Shop

THE skill of Morse firemen was shown in a sawdust blaze inside the blower pipe line in the Carpenter Shop, April 19. Chemical Engine No. 3 got into action under the direction of Chief Meyers and soon extinguished all signs of fire. Then the blower was started again and it was found that sawdust was still burning inside. The chemicals were again turned on and the last spark smothered.

Advantages of having our own fire company were clearly demonstrated in that the blower pipe was not destroyed during the operation.

Here lies the body of Jimmie O'Shea,
Who died defending his right of way,
He was perfectly right as he came along,
But he's just as dead as if he'd been wrong.

Americanization Meeting

"I pledge allegiance to my flag and to the Republic for which it stands, one nation indivisible, with liberty and justice for all."

That thought was the keynote of the Americanization meeting, held in Prospect Park, Sunday, May 1, under the auspices of the Brooklyn Citizens Patriotic League and at which Morse men were represented.

Mr. Edward P. Morse, a member of the Executive Committee of the League, was seated in the speakers' stand, as was Hon. Harry A. Hanbury, our Industrial Director.

More than 30 standards representing American Legion posts were ranged in front of the stand and these bodies, together with many gold star mothers, and a crowd of 15,000 people were a splendid example of patriotism as against "redism" and Bolshevism.

"We are not a perfect country," said one of the speakers. "No perfect country ever did exist. But we don't believe in revolution. The unconscious progress of every 50 years is equivalent to a revolution. We choose this slow and gradual method instead of bloodshed, and we propose to stand by it."

The strong sentiment of the meeting was not only to stand four square against any attempt to disrupt and tear down society, but also for all to show true spirit of fellowship for each other regardless of race and religion, to frown upon discrimination and prejudice.

"Anyone who will not grant justice and a spirit of helpfulness to his fellow countrymen," declared one speaker, "is not worthy to be called an American or to enjoy the helpful benefits of this country."

It was a soul-stirring meeting and a splendid testimony to the spirit of the times, a spirit we should all possess, that of true Americanism.

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Cosmopolitan Company

ILLUSTRATIVE of the variety of countries from which ships come to this yard from time to time was the cosmopolitan appearance on a recent occasion. At Pier 4 was the *S. S. America*, a former German liner being reconditioned for Trans-Atlantic service under the U. S. Mail flag, the ship having but recently returned from a trip around the world in which she was engaged in repatriating the Czecho-Slovaks.

At the same pier was the oil tanker, *George W. Barnes* of the Pan-American Peroleum & Transport Company, being made ready for her next voyage to Mexico.

The *Thode Fagelund* of Tonsberg, Norway, was on Dry Dock No. 1, the tall, stalwart men of her crew marking her as unmistakably from the north countries.

On Dry Dock No. 2 was the *Madioen* of Rottedam, Holland, just back from Java, and her crew bearing a distinctly Oriental appearance with the barefoot Java boys in their queer black fezzes.

On the same dry dock was the "Irish" oil barge *Jimmie Collins*, and farther down in the slip was the *S. S. Eastern Planet* but recently returned from Colombo in the Indian Ocean.

The *Suffolk*, moored at Pier 2, also bore the flavor of the East because of her Oriental crew, while other ships nearby were clearly American, yet each lending its touch of romance from far away lands.

—o—

Bobby Walsh, Chauffeur, welcomed a twelve pound baby boy in his home, Friday, May 6.

June Anniversaries

WHILE this month has no legal holidays, it has three dates of more than passing interest. June 14 is Flag Day, celebrating the adoption of the Stars and Stripes as our National Emblem 144 years ago, a day for renewing love and honor for the inspirer of good government and ideals of Democracy, the guardian of our homes and national life. June 17 is Bunker Hill Day, recalling one of the earliest battles of the Revolution, a battle in which military experts declare soldiers gave perhaps the greatest demonstration of courage of any battle in world history. June 21 is officially the first day of summer.

Theater Party.

A jolly party of Morse workers attended a benefit performance at the Montauk Theater, the evening of April 26, seeing Mrs. Fiske in "Wake Up, Jonathan." A fine time was reported, several expressing themselves especially "sot up" over their elevated positions for viewing the performance.

In the party were: Miss Joan C. Sharp, Miss Marjorie H. Davis, Miss Freda Gerard, Mr. and Mrs. Bert E. Barnes, Miss Clotilde Kingsley, W. B. Prince, C. W. Bailey, Carl Teichert, Jim Foley, Don Record, Wesley Jones, Teddy Siller, Eddy Waldron of THE DIAL and Printing Department, Miss Astrid Andersen of the Hospital Staff, Mr. and Mrs. Joseph McGuirk, Mr. and Mrs. Charles Jennings, and Mr. and Mrs. Joseph Frank, representing the yard, Miss Kate Sanfilippo and Joseph Dirosse of the Employment Office.

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Film Movies in Our Yard.

MORSE workers were interested spectators of the filming of several scenes for the six reel Booth Tarkington feature "Conquest of Canaan" by the Famous Players Corporation in this yard during the noon hour May 9.

Following some long shots of our workmen pouring down from the ships and out of the shops, special scenes were taken on the oil tanker *George W. Barnes* and at the head of dry dock Number 2, starring Thomas Meighan. In one scene he was supposed to be working, in another to be eating his dinner and at the same time busily studying law.

—o—

Apartments Wanted.

SEVERAL of our families are looking for new quarters. Anyone knowing of suitable apartments to let should notify the Employment Office.

No doubt about it, apartments are scarce. Families are wondering if they will have to go back to nature and sleep out under the stars, or else go camping for the summer months. The shortage is hard on the young folks, too, many of them being worried as to where new homes are to be found if there are not enough apartments now.

The Office Cat Says—

Famous sayings: "The only place you can find sympathy is in the dictionary." Charles L. Dimon.

Someone asked, "What is the difference between Danny O'Donnell of the Timekeepers and a straw hat?"

Miss Brady sported a cute little bang for two or three days, but it is now in the discard.

Emil Peterson of the Disbursement Department has been out several days on account of sickness.

Arthur Day, Chief Timekeeper, has been confined to his home for some time on account of illness.

Jim Foley of the Printing Department celebrated his fifth wedding anniversary recently. He said it was sure a big event.

Joe McGivney of the Cost and Billing Department has a funny hat which has won him the name of "Monk."

The Office Boys fell all over each other to get the job of carrying letters to the oil tanker *George W. Barnes* after one of them received a tip from one of the officers.

Three Office Boys, Albert Schandl, Howard Thompson and Christopher Krogstad, recently got lost on the *America* and had to be guided to the exit.

An unusually large number of office members were present at the monthly meeting of the Employees Association, April 27.

Tom Lynch of the Purchasing Department was seen one day recently, it is reported, on Merrick Road carrying gasolene in a rubber boot for his high powered car.

Tom Rathbone is raising a brush on his upper lip to surprise friend wife when she comes back from a visit. He expects it will "tickle" her.

Miss Casey, Miss Keegan and Miss Sullivan continue to get Marcel waves. An unimpressed critic in the Disbursement Department asked why they do not try those off the dock.

Harry Seeley, formerly of the Traffic Department, is up in the country putting on weight to come back and lick one of Jack Byers' fistic champs, according to report.

Willie Preston and Johnny Schroeder of the Traffic Department are called the Gold Dust twins because one cannot work without the other. When the boss sees one "at ease," he knows what the other is doing.

Mr. Mead is in a good position to get a line on the lunch menu at the Office Dining Room. Recently he saw Mrs. Waterman bringing in some strawberry shortcakes. "Um-m-m-m," he exclaimed, "Wild horses couldn't keep me from lunch today."

Harry Rees of the Cost and Billing Department is coaxing a mustache.

One of Patsy's kittens died recently, it is said, with a broken heart.

Miss Sharp, Dial Office, to Miss Gerard: "Be sure to save all the foreign stamps." Miss Gerard, "All right, here's one from Chicago."

E. J. Bishop of the Employment Staff is back at his old job after several weeks absence. While away he acted as a real estate broker.

Since joining the Traffic Department, Martin Schonberg has won the reputation for arriving early on the job every morning.

The Disbursement Department challenges all comers to a walking contest against the champion walker of that department.

George Hutton of the Cost and Billing Department must be a real "Cake-eater." The other night, when he came home from a dance, he found cake crumbs in his pocket.

"Roary O'More" of the Disbursement Department springs the following, "How is a snake different from a cootie?" "Roary" also asks this one, "Why are Jack Byers' feet like a camel?"

Friends in the Cost and Billing Department are keeping Frank McCauley informed on the latest remedys for indigestion since he entered upon the uncertainties of housekeeping.

According to report, George Hutton and Charles Keeley of the Cost and Billing Department have decided to organize a team, "The Bloomer Girls," to compete against the Office baseball team.

F. O. McQuaid, Insurance Clerk, has installed in his corner of the Employment Office a desk better suited to his needs. He is very proud of his new possession and when asked where he got it, he winks and says, "Just leave it to Mac."

James Lamberton, Night Storekeeper, is back on the job.

Charlie Hanson of the Burners declares he will surely go to the circus this month.

Louis Sarno of the Pipe Coverers asked if the crows lay their eggs in the crow's nest on the *S.S. West Modus.*

Boys in the Machine Shop have cause to rejoice when Red Hot gives one of his selections after 4 P. M. They sure enjoy it.

Tom Mulligan and Hughie McQuillan are drinking iced tea at lunch nowadays. "What is things coming to?" says one.

Bob Pira of the Machine Shop is taking lessons on the violin. Funny what time does since a certain July 1st. Hey, Bob?

Joe Ives of the Welders, when told to knock off at 4 P. M. said, "It puts me in mind of the *Nepthys.*"

Frank Malley has been inviting the boys of the Plate Shop to dinner every day, according to report. What's the reason?

Al Murray, Sheet Metal Storeroom, says, "If your requisition doesn't tell what you want, do you expect me to guess it?"

Daylight saving went into effect in this yard on Sunday, April 24, in accordance with the state law.

Milton Heintze, Shipfitter, joined the New York police force April 14. John J. Churchill, formerly a Boilermaker here, is also now a guardian of law and order.

"Blackie" of the Chippers and Caulkers wants to know when Jack Warren of the Hull Department is going to have his Rolls Royce scaled and painted.

It is reported that Jimmie Hart and John Beverly of the Burners are recovering from a slight attack of sleeping sickness.

Some names in the Welding Department: "Did the Hen-son know what the Hen-net? Did the Cook Stew-art? Have a Hart and close the Dorr, here comes the Gardner on the Loop."

James F. Goerke, Labor Superintendent, has left the employ of the company, and Willard F. Kapper, who formerly held that position, has returned to his old place.

Friends state that Tom Cavannaugh and Jimmie Miller are going around with the boys again and that they were seen on a recent Saturday night at Coney Island on a carousel.

William Riley of the Payroll Department is some jazz artist as everyone knows. First he jazzes with the drums, then with the saxaphone. and now friends are wondering what will be next.

Signs of Spring: Fred Lemere got a hair-cut.

A baby girl arrived at the home of Harry Lyle, Hull Department, on April 10.

Burners understand that Jim Hart is going to build several apartment houses.

Red Hot says he has not seen a man in the Machine Shop smile since he came there. Whence the gloom?

Friends are worried for fear Otto Rochelle of the Machine Shop will ruin his digestion eating so much pie.

Ben DeBar wants a bag of rags delivered to the Machine Shop so he can clean his glasses.

Billy McEwen of the Hull Department declares he got indigestion from riding in Jack Warren's car, "The Rattler."

It is said in the Burning Department that steam from Thomas Lawson's home brew is taking the paper off the parlor walls.

It is feared that unless he is cautious Kid Perfume, Tool Room bench hand, will wear all the skin off his hands washing up each day at 4 o'clock.

Charles Hanson and Joe Ives, according to their friends in the Welding Department, are considering paying off Germany's war debt.

Edward McGibney of the Plate Shop, has returned to work after three months absence on account of illness. The boys are glad to see him back.

Queer things sometimes happen in our yard. The other day a man on one of the dry docks was carrying a horse when he fell over a dog and hurt his calf.

Peter Smith, assistant to the Foreman of Caulkers in the Hull Department, was recently operated upon at the Long Island Hospital. Snappers in the Hull Department sent flowers and fruit. He is reported to be recovering rapidly.

Milton Poder of 402 East Fifty-sixth Street, New York, who formerly worked here, recently wrote to THE DIAL from Connecticut and wished to be remembered to all the boys in the yard. He said he is well, happy and successful.

Item numbers play a big part in the work of Charles Kelly, Shop clerk in the Inside Machinists Department. Recently, when his son, James Kelly, Machine Shop Apprentice, asked him for a quarter to go to the movies, the father replied, "What's the item number?"

Some think "Fat" Brennan, Shipfitter's helper, put one over on the crowd at the Employees Association meeting and that no one knew him until he took his wig off after his "Oriental Dance."

Leo Nelson of the Carpenters is the proud father of a baby boy born April 28.

Hughie McQuillan, Inside Machinist, is said to be a rooter for the Giants.

MacFarlane says even the deceased come back to vote for McGuirk.

Jimmie Collins, Chief Engineer, was an interested spectator at the drydocking of his namesake, the *Jimmie Collins.*

Edward Davidson, Payroll Clerk of the Hull Department, recently adopted a stray kitten and named it "Sure."

The stork paid a visit at the home of Walter Johnson, Shipfitters helper, on April 25, making him the proud daddy of a baby girl.

The boys in the Machine Shop are watching for the appearance of the well-known Panama hat on Buck Reid, Craneman.

John Lee, Watchman on the *S. S. America,* recently was presented with an "engraved" badge and a cane by fellow workers.

Salvatore Cinque, Boiler Making Department, 337 Nevens Street, Brooklyn, died suddenly on April 23 after a week's illness.

Someone in the Hull Department writes in to say that Lester Adams, Ship-fitter's helper, has declared war on himself for he is going to be married.

George Seiferth denies he has deserted the scrap heap, saying the junk pile is only a side line. He likes the name "Scrap" better than "Junkie."

Walter Johnson of the Hull Department attended the monthly meeting of the Employees Association sporting his "Cake-eater" hat.

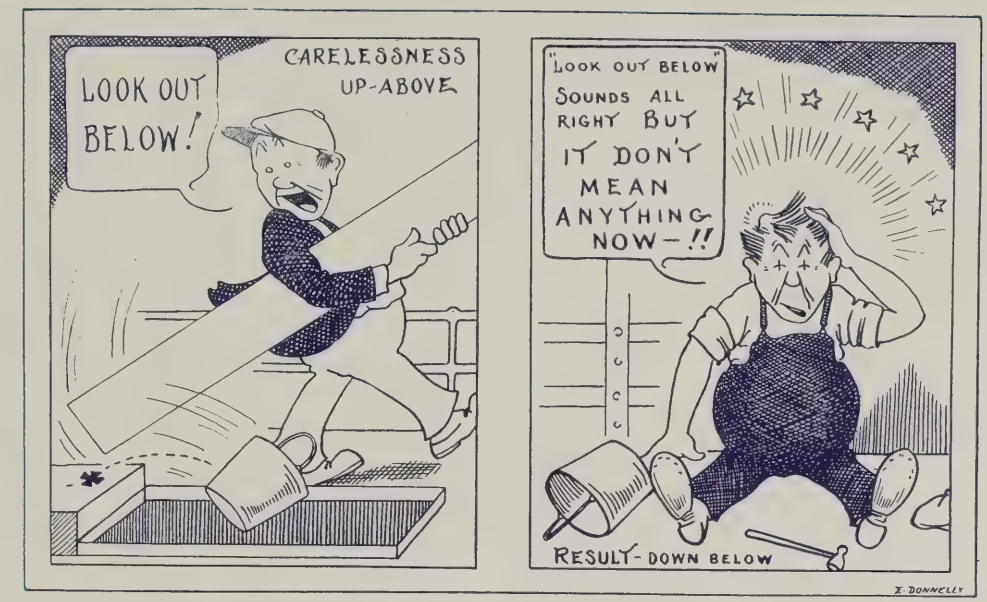
Harry Lyle, Hull Department, won a "ha ha" when he lost a good seat at the Employees Association meeting trying to get into the "officers' row."

Thomas Kennedy, recently employed as a Joiner, is also a song writer. We understand he is the author of "Old Glory" and "Fair Columbia," both of which were approved by Secretary Daniels for use in the Navy.

Joe McGuirk and Charlie Jennings of the Hull Department recently attended a drama at one of the Brooklyn theaters. Asked how he liked the show, Joe replied, "Oh. it's a good show all right, but not for Boiler Makers."

Nick Solitti, Sheet Metal Department, has a complicated mechanical combination on his tool box. One day he forgot the combination and thought he would have to send for a yeggman to open it for him, but Frankie Mack did it.

Consider the Other Fellow's Safety


LOOK OUT BELOW!
CARELESSNESS UP-ABOVE
"LOOK OUT BELOW" SOUNDS ALL RIGHT BUT IT DON'T MEAN ANYTHING NOW—!!
RESULT-DOWN BELOW
E. DONNELLY

What chance has the guy down below—
when the object is already on the way to crown him?

The shout doesn't mean anything—
after he is hit.

By that time—
he is taking the count.

Responsibility for the accident is not lessened by yelping—
"Look out below"

Carelessness is the big cause—
of most injuries

Indifference to safety may cause—
an accident to you some day

Don't throw or drop anything through hatchways or over the side of a ship—

without full precautions.

SAFETY FIRST!

By Edwin E. Donnelly

The Test of Real Service

Can Only be Measured by Results

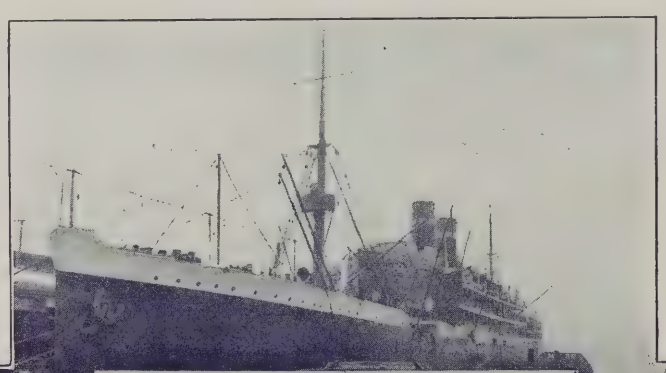
It requires high efficiency to better the time and price of contract figures on a "time and material" basis.

Such was the case however, when we recently reconstructed the "S. S. Pocahontas" for the United States Mail Steamship Co.

Morse Service because it is so unlimited in its possibilities, so complete in its equipment, and so exacting in its fulfillment of a promise—these are reasons for its world wide endorsement.

We point with pride to more than 30 years of worthy service to ships from all parts of the world.

We extend the services of our naval architect to advise on the efficient solution of your particular problem.



Picture above shows work being done after tail shaft of the Pocahontas had been drawn.

At the left is shown the giant hull of the Pocahontas on America's Largest Floating Dry Dock.

MORSE DRY DOCK & REPAIR CO.

Telephone: Sunset 5100 BROOKLYN, N. Y. *Cable: Pyrosison, N. Y.*

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The MORSE DIAL

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July, 1921

A Little Story About Morse Service

AS ELBERT HUBBARD has told us, Garcia was somewhere in the mountain fastness of Cuba—no one knew where. No mail or telegraph message could reach him. President McKinley must secure his co-operation, and quickly.

Someone told the President that Rowan would find Garcia for him, and Rowan did. He took the letter, sealed it up in an oilskin pouch, strapped it over his heart, in four days landed by night off the coast of Cuba, disappeared into the jungle, and in three weeks came out on the other side of the island, having traversed a hostile country on foot, and delivered his letter to Garcia.

"By the eternal!" said Hubbard, "there is a man whose form should be cast in deathless bronze and the statue placed in every college in the land. It is not book-learning young men need, nor instruction about this and that, but a stiffening of the vertabrae which will cause them to be loyal to a trust, to act promptly, concentrate their energies; do the thing—'Carry a Message to Garcia'."

We have a man in the Morse yard—ah!—a fellow who could have pleased the famous Hubbard. He had no book-learning; no special instruction about the particular job in hand. But he had that stiff backbone, that vertabrae as Hubbard calls it, and he said: "I can do it." There were those about him who admitted that it could be done, but *he* said *he'd* do it. And he did!

His chance came when the steamship *S. B. Hunt* was on drydock. Her stern frame casting was buckled and curled. It wouldn't function because the rudder gudgeons were out of line and couldn't carry the pintles. She wasn't allowed to go to sea.

Piffle! Such jobs had been done before. Just take out a few plates, disconnect the frame and detach it; send it to the shops; have it straightened, machined and replaced —that is, if the casting could withstand the process . . . Or, the casting could have been completely renewed. These were the usual methods, the logical way. It involved time and money, of course, but—

This spunky fellow—Hubbard's type of man—stepped forward. He was of the rank and file of ship repairers; not the highest executive, nor the lowliest worker. In dress he couldn't have been distinguished from anybody else. In fact, he wore an olive drab army shirt, and it was opened in that place where the top button meets the throat.

"I'll do the job overnight and leave the stern frame on the ship," he said.

The owners and underwriters were interested. It meant money saved, a snug fortune—at least $25,000 on the actual work, and $50,000 to $75,000 in ship's time. The insurance people were dubious, but they said, "Go Ahead."

This stiff back-boned fellow asked that he be allowed to pick a gang to work through the night. In truth, he wouldn't be denied. He had what the late Hubbard found praiseworthy—"the stiffening of the vertabrae which will cause them to be loyal to a trust, to act promptly, concentrate their energies; do the thing."

He and his gang built heating boxes. They used kerosene blowers, coke filling, differential pulleys, hydraulic jacks. They applied terrific heat. They did other things; and when they were through, the stern frame was straight and it functioned properly.

The work was as clever as it was startling in its ingenuity. Those who admitted that it could be done were saying, "He did it."

A man is known by the company he keeps. A company should be known by the men it keeps. This fellow of the unbending backbone bears no special mark of distinction within the ranks of the men of the Morse Dry Dock & Repair Company, where he works. There are others in the organization who can and have done things upon their own initiative.

When such men are affording a saving and a service to the shipowner, the shipowner should consider the personnel of ship repair yards. This instance shows that it pays.

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MORSE DRY DOCK DIAL

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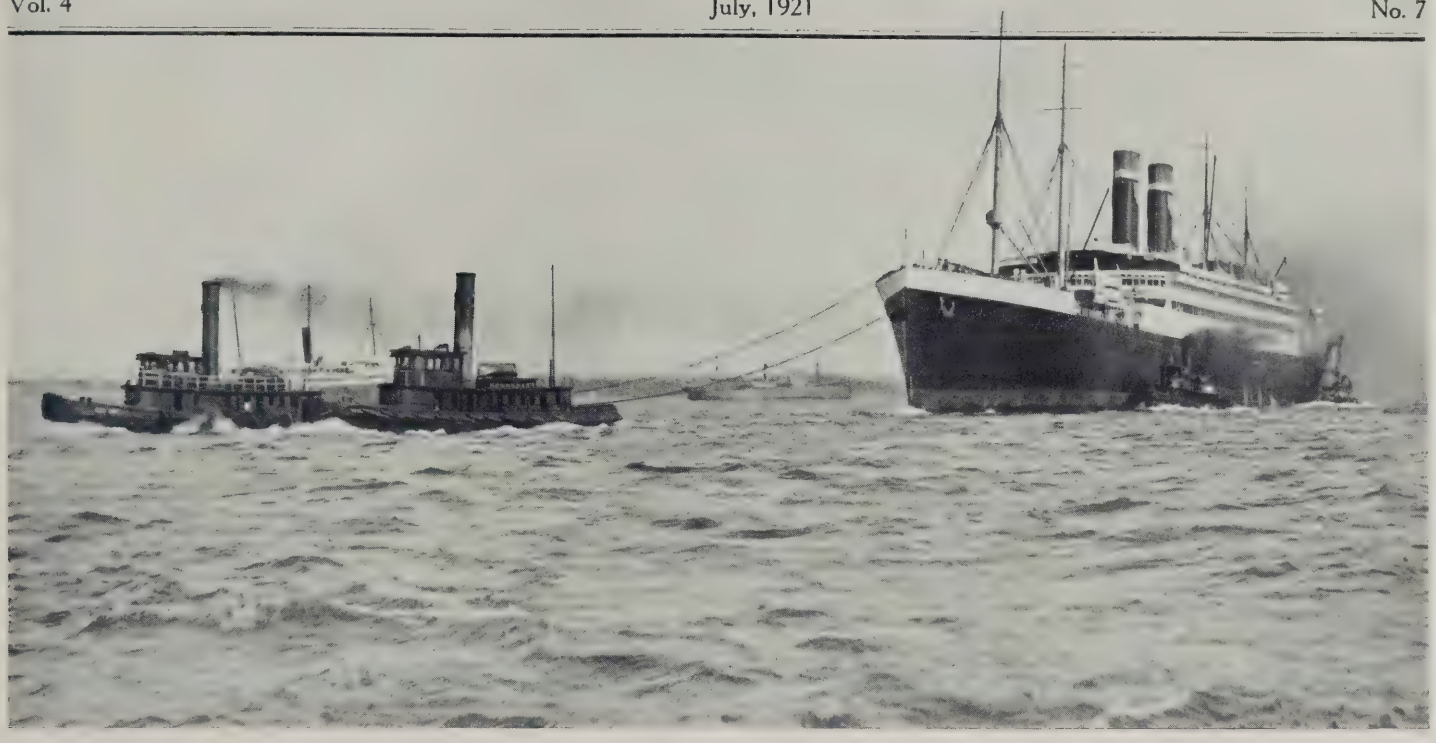


Bon Voyage, S. S. America

MORSE men have many times distinguished themselves by their ability to cope with big tasks, achieving almost the impossible. Rarely though has an organization been called upon to complete so vast an undertaking as the reconditioning of the *S. S. America* which has just been accomplished here.

The *America* came here in a bad condition from service as a troop transport to be transformed into an immigrant carrier with accommodations for a few first class passengers, the contract to be completed in 53 days. With the work far advanced, however, the passing of the Immigration Restriction Bill resulted in sharp changes in the original specifications, increasing the first class accommodations, and making them the last word in comfort and luxurious fittings, so that the *America* is now not only the largest but one of the finest ships flying the American flag.

The successful completion of this, one of the largest reconditioning, alteration and repair jobs ever undertaken by a ship repair company, in little over two months time is a remarkable tribute to the spirit and skill of our workmen, the efficiency and excellent facilities of this yard.

Indeed, the sailing of the *America* from the Morse pier on June 16 marked a milestone not only in the log of this organization, but in American industries. Such an achievement may well be a source of increased pride in American institutions and energy.

The history of the *America* is one of intense and varied interest. Built in 1905 by Harlan & Wolfe, Belfast, for the Hamburg-American Line, she was fitted up in the luxurious style characteristic of the Germans and immediately became one of the most popular liners on the North Atlantic route.

At that time she was called the *Amerika* and was chosen by the Kaiser for making one of his visits to England, the "kaiser suite" being made the finest on board and equipped in most excellent fittings.

Taken over by the United States during the war, she was fitted as a troop transport for carrying 8,000 soldiers. In this service she made 22 trips and transported upward of 132,000 troops.

Last year she was used in repatriating the Czecho-Slovaks, leaving New York, going through the Panama Canal, up to San Francisco, across to the Hawaiian Islands, then to Vladivostok. There she took on 7,100 Czechs, those sturdy people who had fought their way clear across a continent amid terrible losses and hardships. The *America* with Capt. Rind in command carried those of the survivors back to their homeland disembarking at Trieste, and then completed her trip clear around the world, only to go back with another load from Norfolk when the *Mount Vernon* was disabled en route.

Coming here about the first of May after eight months of idleness, the fitting of the *America* for productive service in the American Marine truly presented a mighty task to the Morse organization. Details of the work would fill a big book to overflowing.

More than 900 men were put on the job and the entire resources of our big plant were placed at the disposal of the men in charge. All the departments were called upon to play a greater or lesser part in the operations, each smoothly cooperating and thus contributing largely to the success of the whole.

Old and useless fittings were torn out over the full length and breadth of this massive floating structure, 668 feet long and 74 feet beam, with seven decks besides holds, compartments and all the equipment and ac-

cessories of a great city. This indeed was a gigantic task, but at the same time other workmen in the shops were building new fittings to replace those removed.

Hundreds of new staterooms, piping and plumbing fixtures, electrical equipment, and the thousands of details connected with so vast a work were all going on at the same time. Apparently all was a hopeless confusion, men hurrying about, old and new material piling up, seemingly bedlam broke loose. Yet, in fact, the entire work was moving rapidly forward with utmost smoothness and efficiency. Each man was in his place and doing his bit for the success of the big undertaking.

One of the features of the work was installing in five holds removable staterooms, the walls of which can be quickly taken down and packed away leaving the space for cargo. This was an unusual requirement demanding exceptional skill in designing and installing.

Other features were electric baths, a ladies' hairdressing parlor, an electrically equipped gymnasium with facilities for running, swimming, and horseback riding. Hospitals and the latest sanitary devices assure health protection to the passengers, while the up-to-the-minute safety equipment looks out for the possibility of any unforseen happening.

The life-boats have been equipped with new modern davits and the latest appliances throughout. A fire-detecting and extinguishing apparatus is connected with every room and throughout the ship warning instantly of the danger and as quickly acting to quell it. Sprinkler systems in the third class quarters assure the best possible protection there.

All staterooms, social halls, dining rooms, smoking rooms, promenade decks, in fact the entire ship both inside and outside has been renovated, repainted and decorated, making her again as fresh and beautiful as when she first sailed the seas..

Outside, her hull is painted a jet black set off with the white of the entire superstructure and life-boats. Buff colored masts and red, white and blue funnels of the U. S. Mail Steamship Company make her indeed a striking ship.

Inside, the hallways are decorated in cream color with light blue trimming, the Winter Garden in green lattice work, and the Ritz Carlton dining room is stately in gold and maroon. Many of the staterooms still have the rare inlaid work in walls and furniture as in the original ship, while others are entirely redecorated.

The old heating system was entirely removed and a new model equipment installed. An idea of the size of the task may be gained from the fact that more than 250 new radiators were put in.

Likewise, the ventilating arrangements to all the living quarters were completely changed, making for better fresh air facilities and increased comfort for the passengers.

New wiring for the electric lights throughout the ship was an undertaking involving a mass of detail which can be realized only by seeing it all in the process of construction, yet it was carried through with the same celerity and success.

The galleys and pantrys were overhauled and remodeled, making them the last word in up-to-date equipment for preparing the food for the small army of inhabitants who will live on this floating city. Electrically equipped instead of coal burning cooking ranges will make for greater cleanliness in this department of the ship's activities.

All the great iceboxes which will carry the vast amount of food supplies necessary were also remodeled and fitted to keep their contents cool and fresh.

One of the largest installations of the entire job was the plumbing. New wash bowls were placed in all the first class staterooms and the sanitary facilities throughout the ship were made of the latest and best type.

The hospitals were newly made and equipped with new modern apparatus, insuring the best of care for the sick. The barber shops likewise were entirely renewed. In fact, nothing has been spared to make the *America* a delightfully fine and comfortable passenger liner, in every way a credit to the U. S. Mail Line and to the American Marine.

When her trim bow cut the blue waters of the Atlantic June 25 on her first voyage since her reconditioning, the *America* inaugurated a new service in the North Atlantic. With New York as her home port, she will touch at Plymouth, Cherbourg, and Bremen, and on her return trip at Southampton, Cherbourg, and Queenstown.

She is fitted to carry approximately 550 first class passengers, 3,000 third class, and 700 crew, and it is reported she was booked chock full with every stateroom filled and a large waiting list weeks before the sailing date.

Commander William F. Rind who was formerly captain of the *Matsoni* on the Pacific and who has had a wide and varied experience in shipping circles, asserts that every effort will be expended to make the America the most popular liner on the Atlantic.

"This may well be so," he declared, "for the sumptuousness of her interior decorations are unsurpassed by any ship afloat. Her luxurious accommodations, Ritz Carlton dining room, beautiful Winter Garden, and social halls, will make for the utmost in comfort and delight of her passengers."

Already the popularity of the *America* is prophesied in the early rush to obtain accommodations on her first trip. Not only is the passenger anxious to travel in this splendid vessel herself, but national pride is aroused by the opportunity to travel in this giant ocean liner, exponent of American ideals and industrial genius.

Sharing with the reconditioning of the hull and staterooms and not a bit less important was the assuring of the *America* full efficiency in her driving power. The vast complicated mechanicism of her engines had passed through severe stress and showed the results in its condition.

All the machinery in this great ocean liner had to be completely overhauled and put in first class working order. It was a task requiring the highest skill and care, for so delicate are parts of the mechanism that the slightest inaccuracy might develop immense damage.

Some idea of the size of the undertaking may be gained from various details of the task. When the crank shafts were lifted, it was found that they would have to be entirely remetaled, as well as the bottom end connecting rods and eccentric straps. This necessitated the setting with perfect accuracy all the main engine valves.

The main condensers had to be partly retubed and thousands of ferrules had to be made to put the condensers in good condition. Six Weir's main feed pumps were reconditioned with new brackets and packing, shuttles, valves, etc., so that the pumps will be in first class condition.

One new Worthing bilge pump was installed on the starboard side, and the bilge, ballast and sanitary pumps were given a thorough overhauling, as was the ash ejector. The steam and water ends were bored, new pistons and buckets installed and the whole put in A1 order.

The entire system of watertight doors of Stave & Lloyds design, which had not been working, were thoroughly overhauled and made to operate perfectly from the captain's bridge. The blower engine was also carefully gone over.

One of the most important and difficult tasks was putting into working order the Aspinal governor gear which had not been used for some time. Many of the parts were missing and not only had to be designed by our workmen, but also made and fitted in this yard. This gear is what slows down the engines and keeps the propellers from racing when they leave the water, which indicates the importance of its being in working order.

All the cylinders were opened, clearances taken, and the rings examined and replaced. One crankjournal was found loose in the web, necessitating it being disconnected and taken to our Machine Shop where a new journal was fitted.

That the passengers on the *America* will be assured plenty of good water was made certain by the cleaning and cementing of all the inner bottom tanks, which will carry the thousands of tons of water to be used on the long voyages. Coal bunkers were also cleaned, scaled and made ready for the new supply of fuel. These were enlarged to carry 7,000 tons of coal instead of 5,500 tons as formerly.

Two after capstans, removed during the war to make room for gun placements, were designed and made new right here in this yard. The cargo winches were overhauled, as well as the telegraph and alarm systems.

The engine room was newly painted throughout and the machinery polished until all was spick and span. In fact noth-

It Will Be Done

THE resourcefulness of our workmen and the complete equipment for ship repairs in this yard were once again brought into play when it was found that the two new capstans needed for the *S. S. America* were of an unusual size and were not in the market.

Our Machine Shop was at once put on the job and with characteristic zeal the skilled machinists set to work. They had built capstans there before, but never such huge ones as those required for this ship. Special material was procured and our big machines brought into play to fashion the casting, as well as the gears and accessaries.

In a remarkably short time the two great capstans, built of iron and bronze, each weighing over two and a half tons and said to be the largest ever constructed in the port of New York, were standing complete in the Machine Shop ready to be transported to the ship, once more illustrating that no job connected with ship repairs is beyond our workmen and facilities.

The S. S. America

Allocated by the U. S. Shipping Board to the United States Mail S. S. Co.

This was the former German Ship Amerika, interned at Boston during the war but later used as a U. S. Army transport. In that service she carried more than 132,000 Americans across the Atlantic.

The S. S. America proud bearer of the Stars and Stripes across the seas.

The splendor of the rooms pictured above leads one to believe that they are a part of some ultra fashionable hotel. Passengers on the *S.S.America* may well take pride in the comforts and refinement of this ship which is one of the world's finest ocean liners.

I was built to serve a mighty nation which has since met defeat

I was put together by master craftsmen and lavishly decorated to serve royalty

I was captured during the great war by another nation

I served with honor during many months of conflict, as a transport

I have been completely rebuilt and am truly a fine ship

I am the pride of my builders, my owners and my country

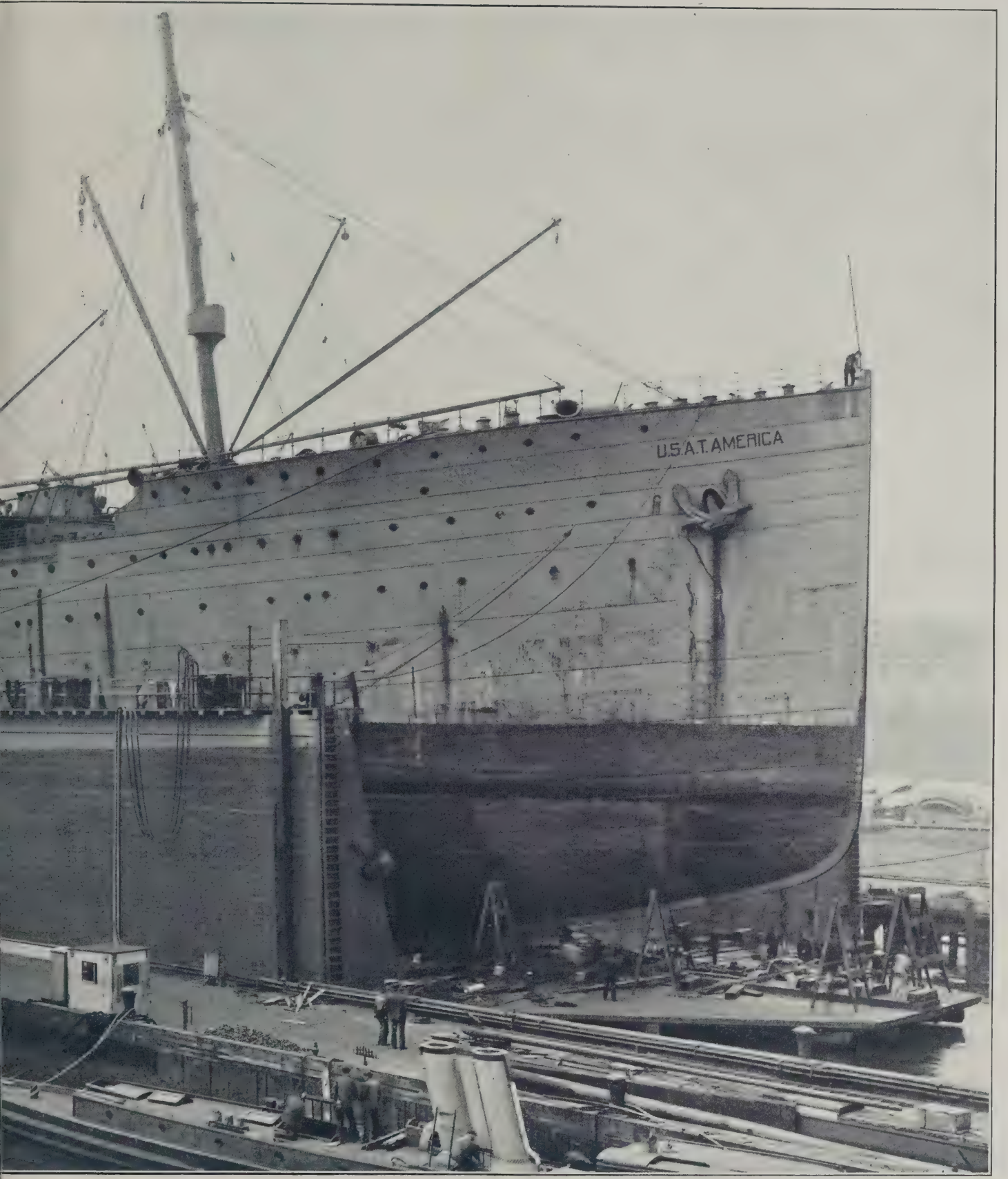
I am the "America." *W. B. P.*

Commander Rind
of the
S.S. America

The *S. S. America* of 22,622 gross tons c

The above picture shows the great *S. S. America* resting on America's Largest Floating Dry Dock in the Mors seconds. This is conceded to be the World's Record for speed in lifting a ship of her size on this or any othe sections of the dry dock in use. While dry docking was in progress hundreds of workers were carrying o

Photographs by M



America's Largest Floating Dry Dock

Yard at South Brooklyn, N. Y. Raising this ship high and dry was accomplished in 28 minutes and 7
ype of dry dock. The immensity of the *America* can be appreciated by this picture which shows all six
the reconstruction work which was completed in the remarkable time of about two months.

se Photographer

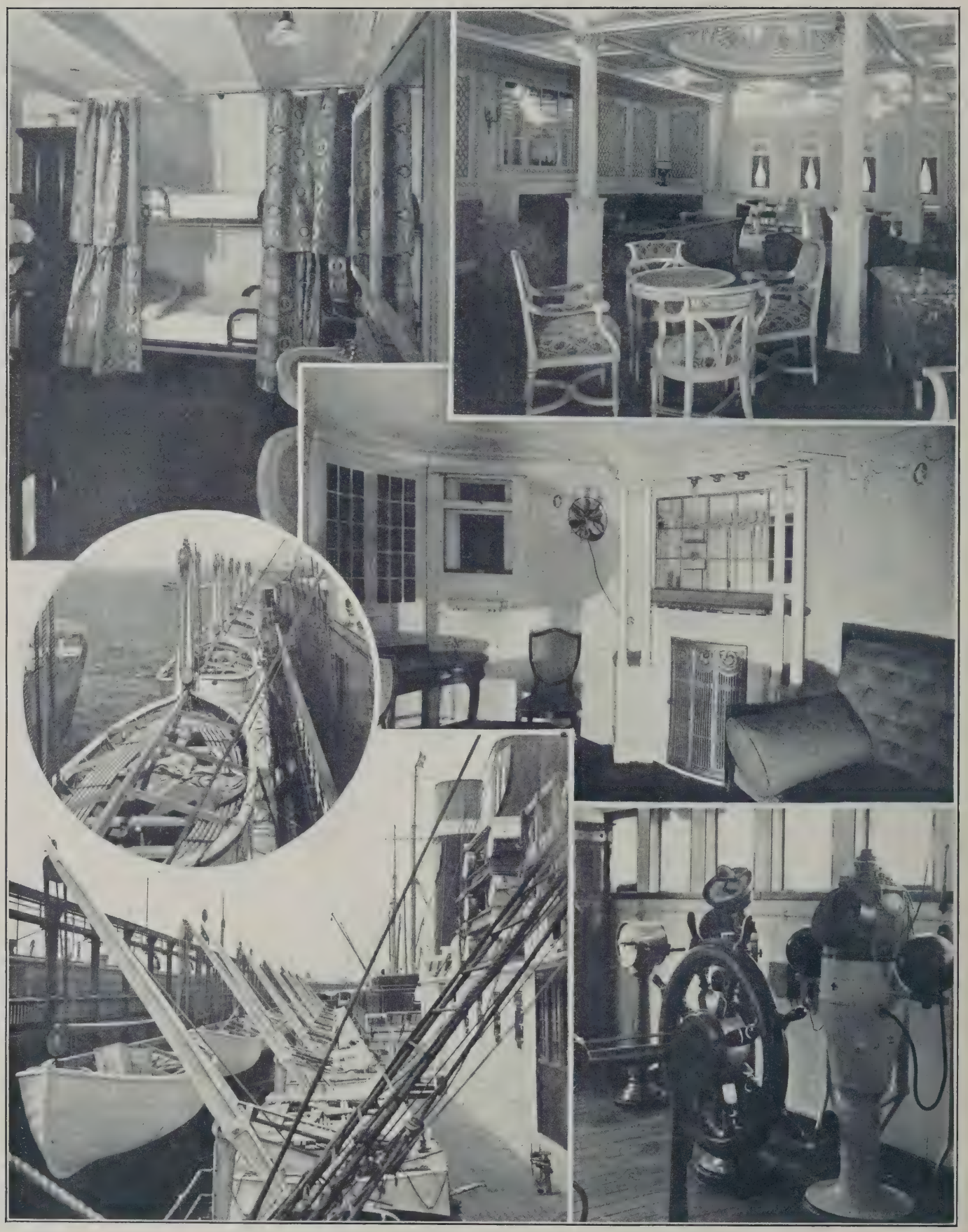
Stately fireplaces, walls paneled in beautifully finished woods and furniture upholstered in charming tapestries; these artistic effects are characteristic of the *S.S. America.* The lower photograph shows the Ritz Carlton Dining Room resplendant in maroon and gold.

The S. S. America

Reconditioned by
Morse Dry Dock & Repair Co.
Brooklyn, N. Y.

This ship, completely reconstructed in the Morse Yard is one of the finest and most luxurious liners flying the Stars and Stripes. She is 668 feet long, 74 feet beam and 22,662 gross tonnage.

The Statue of Liberty at the gateway of New York. Home port of the S.S. America.



Staterooms DeLuxe, artistic nooks and corners and excellent life boat equipment recommend the *S.S. America* as one of the safest and most delightful ships in which to cross the Atlantic. The center picture above shows one room of the former "Kaiser Suite" on the *S.S. America.*

ing was overlooked in putting everything in the best possible condition.

On her late trips, the speed of the *America's* propellers has been 65.7 revolutions per minute, making about 13.5 knots an hour. With the work done on her engines, pumps and boilers here it is confidently expected that she will attain 72 to 75 revolutions per minute and 17 knots an hour, approximately her builders' record, putting her in the ocean express class of steamers.

The fact that she was drydocked in this yard without interrupting the work on board, this being the only commercial yard in this country able to drydock her, is one of which we are exceedingly proud, the more so because of the fact that she was raised in the remarkable time of 28 minutes and seven seconds, a new world's record.

The entire work on the *America* in this yard is an achievement that will go down in ship repair annals as one of the greatest.

The speed with which it was accomplished exhibits as no other way could the wonderfully complete facilities in this yard, the close cooperation between departments, and the splendid spirit of our workmen.

As to the excellence of the work, no higher tribute could be paid than the words of Commander Rind, who has been in close touch with every detail, that the accommodations on the *America* are equal to those of any ship afloat.

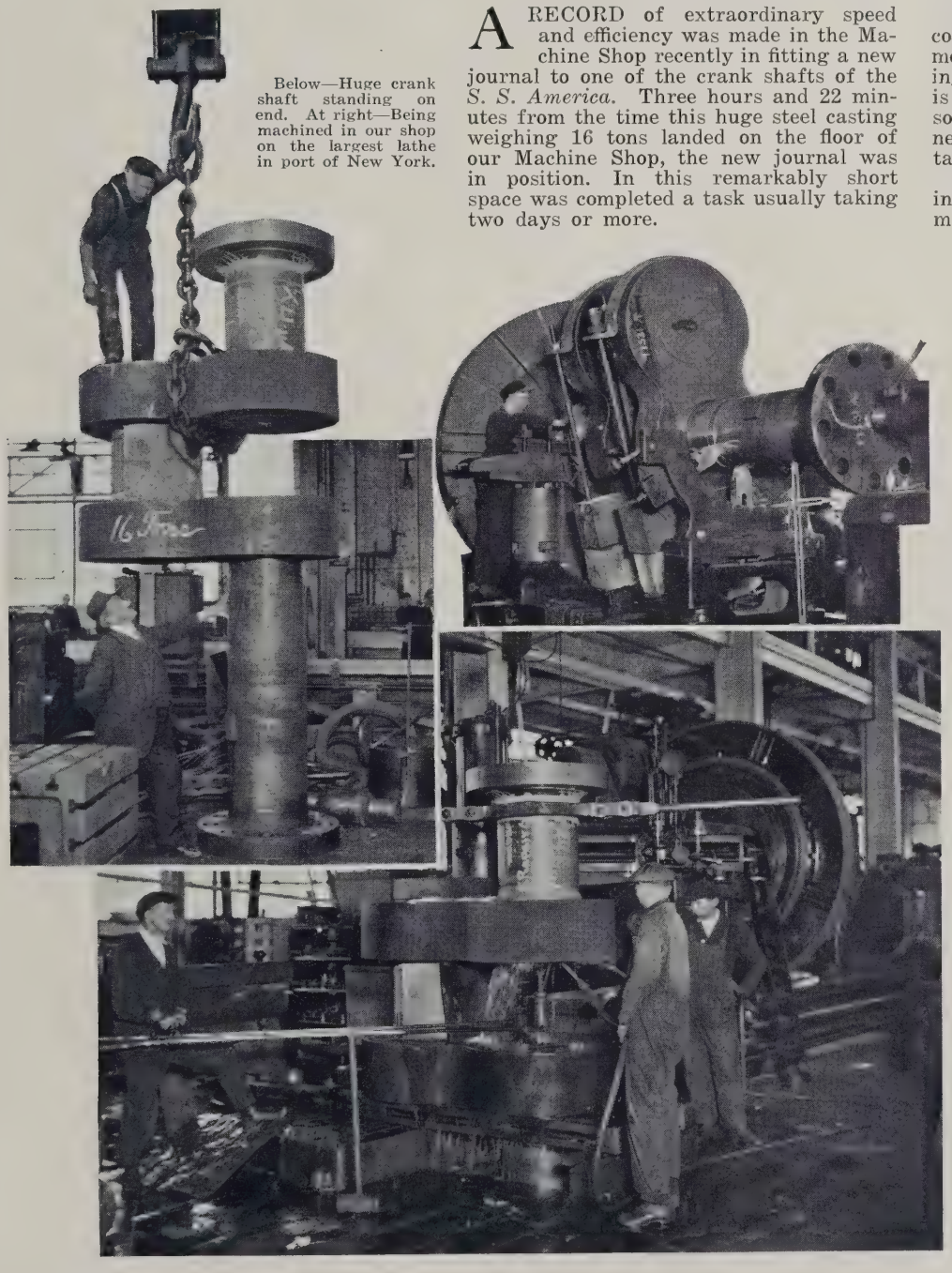
Moreover, on the successful trial trip of the *America,* held the night of June 22, U. S. Mail Steamship Company officials paid highest praise to the Morse Dry Dock & Repair Company for the splendid spirit of cooperation exhibited by its employees in repairing this vessel.

Morse men may well point to this mighty ship with just pride as an example of work well done, and as an inspiration to even greater achievements in the future.

Renew Journal In Jig Time

A RECORD of extraordinary speed and efficiency was made in the Machine Shop recently in fitting a new journal to one of the crank shafts of the *S. S. America.* Three hours and 22 minutes from the time this huge steel casting weighing 16 tons landed on the floor of our Machine Shop, the new journal was in position. In this remarkably short space was completed a task usually taking two days or more.

Below—Huge crank shaft standing on end. At right—Being machined in our shop on the largest lathe in port of New York.



Machinists cooling crank shaft with new journal in place three hours and 22 minutes after casting reached the shop.

The speed with which the work was completed was due to a new method in removing the old journal, thereby facilitating the operation to a marked degree. It is another example of the skill and resourcefulness of our workmen in devising new and better ways for doing a given task.

As soon as the new journal was safely in place, the crank shaft was raised by means of the great crane in the Machine Shop and placed on the lathe for machining. It was almost the full capacity of the lathe, which is the largest in the port outside of the navy yard.

Again was illustrated the advantages of having in this yard the complete equipment for all kinds of ship repairs. Not only is it a big saving in time and money to be able to do right here in the yard an unusual task of this kind, but it is likely to be done better because of the close cooperation between the departments.

Our workmen are indeed to be congratulated on their exceptional achievements on this big task. It was spectacular, yet it was but an indication of the speed and efficiency shown day by day in the less spectacular phases of our work.

Cigarette Shows Speed

THE little yacht *Cigarette,* recently in this yard for overhauling and tuning up, attracted much attention by her classy appearance and her evident speed qualities. She had just been added to the fleet of Baron G. Collier, owner of Luna Park, Coney Island, and work was speeded with day and night crews because of his plans to take her on a southern cruise.

The *Cigarette* came here directly from Massachusetts, where she was purchased following her service as a Coast Guard cutter during the war.

She will now be used entirely as a pleasure yacht with her furnishings and appearance put in keeping with her new role. She is an oil burner, 128 feet long, 14 knots an hour.

Following her repairs here, Capt Kirby, head of our Tow Boat Service and who has had a great deal of experience with yachts, took the *Cigarette* on several trial trips. He was much pleased with her showing in which she performed in every way to the highest satisfaction of all on board and easily averaged 20 knots.

S. S. Munamar Is Speedy Ship

ONE of the fastest boats in the West Indian service is the *S. S. Munamar*, recently in this yard for repairs, which has made a new record on her run between New York and Antilla, Cuba, according to information obtained from her officers. She is smaller than the *Huron* and the *Aeolus*, the speed boats of the Munson Line on the South American route, but among the coasters it is said she can cut the blue with the best of them.

According to her log her record trip was made the first of this year, when, leaving Antilla on the afternoon of December 31, Friday, she arrived in New York Monday noon, completing the voyage in the remarkable time of 3 days and 2 hours.

Not only is the *Munamar* said to be one of the fastest steamers on the coast, but she is also a delightful boat to travel on and voyageurs are always anxious to secure passage on this particular ship, her officers say.

She carries 82 passengers, 52 first class and 30 second class, all in outside staterooms which are delightfully clean and comfortable, each accommodating two persons and offering all the conveniences of ocean travel. Two of these are fitted up as suites de luxe with twin beds and luxurious furnishings.

The fitting of the public rooms is on an elaborate scale. The dining saloon is located on the main deck and extends the full width of the ship. It is supplied with large portholes looking forward, as well as at the sides, thus assuring a plentiful supply of fresh air.

The saloon is finished in white, paneled with brown tapestry, and the furniture is oak. There are accommodations for 50 people at a time, the tables being arranged for small parties. In place of the old-fashioned revolving chairs, specially designed oak armchairs are provided.

An unusual amount of deck space is placed at the disposal of the passengers available for promenading and deck chairs. An especially attractive feature is the veranda cafe situated on the bridge deck. The ship is equipped with Marconi wireless telegraph and is provided with all the latest appliances for safety.

The ship is lighted throughout by electricity, and every stateroom is supplied with an electric fan, an important part of the equipment when traveling in the tropics.

In addition to passengers the *Munamar* carries about 3,000 tons of freight, taking on a general cargo in New York and bringing back sugar from Cuba.

She is an oil burner, 370 feet long, 47 feet beam, 30 feet deep, and 7,500 tons displacement, built five years ago at Sparrow Point, Maryland. Her crew numbers 64 including her officers who are: Andrew Asborn, Captain; August Foss, first; W. L. Jones, second; and Harold Longmore, third.

Curious tales are told by her crew of sea serpents playing about the ship in her voyages in tropical waters, long, green, crawley fellows stretching up their twining necks and disporting themselves on the surface. Strange as the story may be, it is not discounted by veteran travelers of the tropic seas, where they say strange and unbelievable sights are often to be seen.

The *Munamar* came to this yard for drydocking, painting and the repairing of several plates strained during rough weather. Knowledge of her speed feats had preceeded her and she was regarded with more than usual interest, winning much favorable comment on her smart appearance and comfortable accommodations.

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Tug Fights Fire

The power and cooperation of Morse service in an emergency was recently demonstrated when Capt. Wilfred Mason and crew of the tug *Ada Morse* returning from a mission across the bay discovered fire breaking out on board the *S. S. George Washington* at the Tietjen & Lang yard in Hoboken. Rushing to the scene at full speed, the *Ada Morse* was among the first to give aid, pumping water on the blaze for more than an hour until it was extinguished. These men are deserving of high praise for their quick and efficient response to the needs of the situation.

Hallways of the Munson Line's tropical speed boat showing exquisite fittings.

Bow view of *S. S. Munamar* on our 30,000 ton dry dock while in this yard recently for repairs.

Top: Comfortable social room on *Munamar*. Below: Beautiful suite de luxe.

Something To Boast About

THE *S. S. Mormugao,* ashore for three days on Block Island and reported by the newspapers probably a total loss, was recently repaired here in one of the most extensive plate jobs handled in an American ship repair yard in a long time. The whole bottom was buckled and broken by the pounding upon the rocks, making necessary fairing 110 plates, most of which had to be entirely removed to be straightened or renewed. In addition, a large part of the frame had to be repaired, including the floors, intercostals, clips, and braces and the replacing of the cement where broken.

Especially difficult was the task because of the necessity of removing the keel blocks of the dry dock and equalizing the weight of the ship from time to time on different parts and by the use of shores.

In spite of the difficulties and the extent of the work, however, the job was completed in remarkably short time. Nine days from the date of her going on dry dock, she was again in her natural element as tight and sound as when she first left the ways, and the contract time for doing the job was beaten by six days.

The *Mormugao* is a former German liner of 5235 tons, requisitioned by the Portuguese government. She was on a voyage from Lisbon to New Bedford, Mass., with 600 passengers aboard, going at full speed in a heavy fog, according to the story, when she ran high and dry on the rocks. So great was the friction that her bow bore the marks of where the rocks had sliced off half an inch of solid steel.

Help was called and the passengers taken off in small boats. Then tugs got busy in the apparently hopeless task of dragging the ship off the rocks. For two days practically no progress was made, but on the third day, tugs with the aid of a high tide succeeded in getting the *Mormugao* into deep water, the big holes in her side having been previously made tight temporarily.

She was towed safely to New London, Conn., and then to New York, where she was raised on our 30,000 ton dry dock and repaired in record time.

An unusual feature on the *Mormugao* that safely and unconcernedly passed through the vicissitudes of the voyage, was a live deck load including seven steers, a calf, and a score each of doves and fowl. These creatures carried to furnish fresh meat for the trip, apparently suffered no particular hardship and consumed their fodder as cheerfully fifty feet in the air when on dry dock as on land or the rolling deep.

Especially interesting were the Portuguese sailors making up the crew of the *Mormugao.* Their queer costumes and manners gave our yard the air and appearance of the unusual as though they were taken in their entirety from some book of romance or wild tales of long ago.

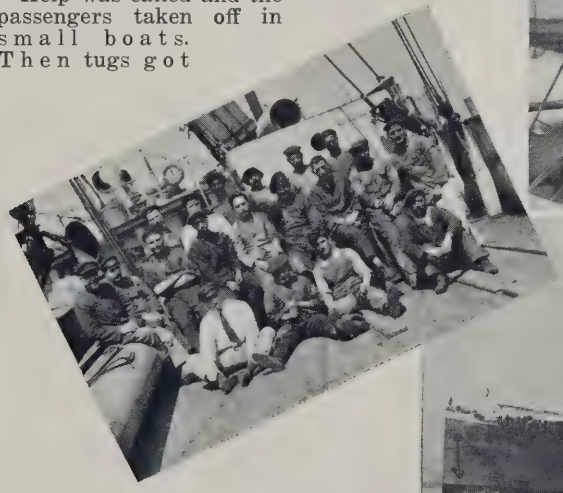
Although they could not speak our language, they were friendly and companionable, and in going among them one quickly learned that a smile and wave of the hand is the same in any language. All were delighted to have their pictures taken and were anxious to pose again and again.

The officers were much interested in copies of The Morse Dry Dock DIAL presented to them, even though most of them could not read the stories. They could understand the pictures all right and were delighted that they too were to be written up for the magazine.

On our big dry dock at the same time with the *Mormugao* was another ship which had gone ashore and been pounded on the rocks for two days, the *Ormes,* chartered by the United Fruit Company. It is reported that she went on a reef near Port Maria off the northern coast of Jamaica. Later, temporarily repaired and floated after much difficulty, she was towed to our yard to be made fit again to safely sail the seas.

Though smaller than the *Mormugao,* the *Ormes,* 1500 tons had suffered almost as extensive damage. Forty plates had to be entirely removed, besides parts of the frame and the plates which were faired in place. Her repairs were carried on side by side with the *Mormugao,* the great amount of plate work necessary not even taxing the capacity of our facilities, and both were completed at the same time.

The splendid achievements of our workmen in fitting again for service these two ships thought to be total loss, is but another example of the importance of our work here and the excellence of our service. The quickness and efficiency in completing the task cannot but spread the fame of the Morse yard and bring new business here.



Cheerful Portuguese sailors posing.

Nurse and officers of *S. S. Mormugao.*

Center— *Mormugao* under full head of steam.

Above—Engineers on *S. S. Mormugao*

"Fresh meat" on deck of damaged ship.

Lower center—Captain of the *Mormugao*

Morse Workmen Win New Laurels

A difficult job completed in record time and winning the highest approval of the Shipping Board and the American Bureau was the transformation wrought here recently in the battered and twisted bow of the *S.S. Honnedaga* after her collision with another ship in a fog.

According to her officers, she was making her way into the harbor at night during a heavy fog, when in spite of signal whistles blowing continuously on both vessels, the *Honnedaga* suddenly hit against the side of another ship which had come upon her out of the mist.

It was somewhat of a glancing blow, but it was disasterous to the *Honnedaga*, bending her bow almost flat against her side and opening her plates so that her forward compartments were flooded. The fact that both vessels were light in the water and not heavily loaded perhaps saved both from going to the bottom.

Towed to this yard, the *Honnedaga* indeed was a big job facing Morse workmen, her stem piece twisted to an almost unrecognizable shape, many plates broken so they were useless, and the forward part of the ship decidedly out of line. The contract called for all the work to be completed in nine days.

As the bow compartment contained the fuel oil tanks, these had to be cleansed, tested, and declared safe before workmen were allowed to begin. The Burners then got busy at top speed removing the rivets above the water line. As soon as possible she was placed on Dry Dock No. 1 and more than twenty of her forward plates removed as well as the stem piece and parts of the frame.

The terrific strain to the entire ship as a result of the collision made necessary the renewing or caulking of hundreds of rivets. Parts of the frame were faired in place, while the pieces most seriously affected were taken to the plate shop. Meantime, exact measurements were taken and work commenced on the new bow plates.

Not only were these of unusual size, four of them being 90 inches wide, but they were also of odd shapes. Every one had to be bent and shaped to a perfect fit. When at last the frame was declared in perfect line, replacing the plates began and once more the *Honnedaga* came to look more like a ship than she had during the progress of operations.

With the completion of the job "right on the dot" according to the contract schedule, tests were applied in the presence of the Shipping Board and American Bureau inspectors. They found the work perfect in every way and remarked upon its excellence as shown by the tests.

The outstanding feature of the work, aside from the speed with which it was accomplished, was the perfect equalization gained as a result of the care and accuracy of our workmen. Every measurement was to the finest decimal, with the result that, in spite of the strained condition of the craft at the beginning, all parts were in perfect alignment as though she were a new ship leaving her builders' ways.

Below — Flattened bow of *Honnedaga*. At right—Work of straightening frame and renewing plates in progress.

Picture at right shows bow of *Honnedaga* completely restored.

Highest praise has been heard on all sides upon the quality of the work. Experts declare it is a remarkable job and a credit to Morse workmen.

Such a job is a cause for real pride on the part of all who helped push it through to a successful completion. Its worth does not end, but rather begins with the ship leaving this yard, for then does the excellence of our service appear in actual use.

Through years of battling with storms will the frame, plates and rivets fashioned in this yard stand the strain, because the work has been well done. Raging elements will hold no fears for the crew of the *Honnedaga*. Cargoes to fulfill the needs of many peoples will ride in safety from port to port for many years to come, and it is our service that made this possible by making of this damaged sea carrier practically a new ship.

The work need not have been so well done. A slight lack of alignment probably would have gone unnoticed until it was found she did not steer well in actual use. A weak intercostal here and there, a few poorly headed rivets would probably have lasted until the midst of a storm when 100 per cent was most needed.

But our workmen are not simply striving to "get by." They know when a ship leaves the Morse yard that the work is well done, better than required. Not only do they recognize the importance of the field they serve, that lives depend upon their faithfulness, but they take pride in their work which will not let them strive for less than perfection.

The success of this company through all the years since its beginning has been built upon 100 per cent service quickly and skillfully done, sympathetic service in close cooperation with the owner's needs.

That is why a shipowner buying Morse service buys not only work, but ideals applied to work. It is such a job as the *Honnedaga* showing as it does quality beyond the ordinary, that tells operators there is *something* different about Morse service.

It is that *something* which brings fame and prestige to this yard, and brings ships here from all over the world.

Wins High Praise.

JAMES J. LEE, a guard on Capt. Brown's staff, recently was cited in a special letter of commendation from the Kenyon Company, Inc., Fifty-seventh Street and First Avenue, for reporting that some of their material was floating by our docks. It turned out that the material was valueless, but his voluntary action in calling the attention of the company to what looked to be a serious loss, was highly appreciated.

Theories of Wages

SINCE earliest days, wages have been a subject of vital importance to every workman. They have been the cause of strikes, lock-outs, contention and even blood-shed. They have varied from the equivalent of eight cents a day in the times of Ancient Greeks and Romans, and fifty cents or less a day in some countries now, to three, five, or ten dollars a day in some trades in the United States.

The present stress between the amount the workman receives for his work and the buying power of these dollars, together with increased enlightenment in regard to the effect of wages on prices and the existence of the job itself, makes of especial interest consideration of the various theories of wages which have been advanced by economists of the past.

The first was a dismal theory which arose in France in the eighteenth century and was called the Subsistence Theory of Wages. This was developed by the German Socialists in the nineteenth century as the "Iron Law of Wages."

This theory taught that wages constantly tend to fall to the lowest amount necessary for the bare existence and reproduction of laborers. Truly it was a dismal principle, for it held if the workmen got their wages raised that the population would increase and the greater competition would force wages down again. On the other hand, if wages fell, workmen or their descendents would starve and the resulting shortage would cause wages to rise again.

Fortunately, this theory is not true. During the last seventy years of the nineteenth century, the population of England and Wales for instance increased from fourteen millions to thirty-three millions and during the same time wages trebled. According to this theory, wages should have shown a big decrease. It is seen, too, that in countries like Australia, where wages are high, the birth rate is exceptionally low.

The facts in our country alone show that the "Iron Law of Wages" cannot be true, for wages and population have both steadily increased side by side, entirely contrary to the theory.

WE are herewith presenting the first of a series of articles on theories of wages, which it is believed will be of interest not only for their intrinsic value, but will also stimulate clear thinking on a subject of very great importance to all. If wrong thinking is bound to cause us harm, let's at least try to think rightly. Read each article.

New Apprentices

FRANK BENSON, who has been Office Boy in the Carpenter Shop, has been promoted to a full-fledged Joiners' Apprentice under Fred Daddi, Foreman of that department.

John Wilson, son of Bob Wilson, one of the Old Timers in the Burning Department, has become an Apprentice in the Electric Welding Department.

Thomas Rive, formerly a deck hand for a ship salvaging company, recently joined the Apprentices and was assigned to the Sheet Metal Department.

Willie Olsen, the Bay Ridge choir boy, has been assigned to the position of Office Boy in the Carpenter Shop.

Show Skill

WE have often been impressed by the fine appearance of the work turned out by the Sheet Metal Department and the endless variety, but the skill of these workmen was especially brought home to us recently by a piece of work in our Printing Department.

A pipe to carry the gases from the melted lead in the linotype machine was found necessary and an S. O. S. was sent to the Sheet Metal Shop. The Foreman, Mr. McCulloch looked the situation over, told Charlie Nelson what was required, and the latter built the complicated system of pipes necessary to carry away the gases, yet without interfering with the operation of the machine.

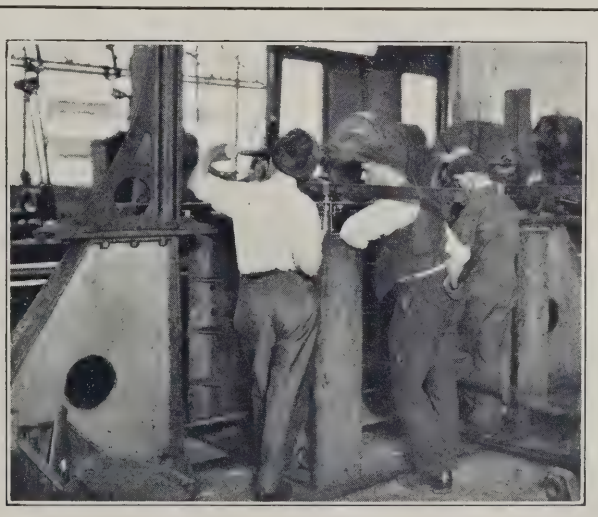
Then Joe Gansted and his helper, Frank Pepe, installed the apparatus. That it is a fine piece of work will be left to the judgment of any critic. The fact that the task was decidedly unusual is more to the credit of our workmen for the skill and dispatch with which they fulfilled the need. The company is indeed fortunate in having such an efficient department, and Joe Gansted and his helper were a credit to it in their enthusiasm for doing the work quickly and well.

Relief Work

THE following list of cases aided by the Relief Committee of the Employees Association and the amounts of the collections by the weekly nickel deduction from the payroll completes the report of the work up to May 1 and is the final report of last year's Relief Committee, Frank Falconer, Joe Frank and John Sweeney.

Those aided are by number as follows: 20777, Driller, $30; 255, Dockhand, $40; 5136, Plumber's helper, $40; 325, Outside Machinist, $40; 1699, Hull Department, $40; 2224, Boilermaker, $40; Inside Machinist (deceased) $50; Holder on (deceased) $50; 4031, Outside Machinist helper, $40; Bolter up (deceased) $50; Boilermaker (deceased) $50.

Previous debit balance was $13.80. Collections were as follows: March 29, $92.40; April 5, $89.50; April 12, $96.10; April 19, $113.65; April 26, $126.75. Credit balance on May 1 was $34.60.



The small job in the Morse yard receives as careful attention as the large one. Above, our machinists are seen balancing for a Providence firm the smallest turbine ever balanced in our Machine Shop. As ours is the only machine of this kind in the port of New York, except at the Navy Yary, naturally many of these outside jobs come to us.

Flower Garden

A BRIGHT spot in the yard and one that attracts more than passing notice is Tom Cavanaugh's flower garden outside the Hull Department office. With an artistic variety of blossoms and greenery, it makes a pleasing sight and one not often seen in a ship repair yard. Such a display shows not only that the men here appreciate the beautiful in connection with their work, but also it reflects the spirit and attitude of our entire organization which makes this the cleanest, most attractive ship repair yard in America.

Scores Labor Union

ONE of our chauffeurs, whose name we withhold for obvious reasons, tells the following experience with a labor union. Before coming to this yard, he was employed on the B. R. T., as a machinist but was laid off on account of dull business. Later, he went back to get a job and was told, "Nothing Doing." Waiting a few days, he went back again and was told the same thing. This occurred several times, until finally he was told he would have to see a walking delegate of the labor union.

Given the address, he called and found the delegate living in a high class apartment house. He sent in his card and was finally admitted, being ushered into the man's bedroom. It was then 10 o'clock in the morning and the walking delegate was eating his breakfast in bed and reading the morning paper as easy and comfortable as you please.

The visitor took one look, tore up his union card and walked out. He said afterwards:

"I had heard a lot of stories about union officers, but I never experienced the feeling that came over me then. There I had been paying union dues to let that man lay abed until 10 o'clock in the morning and when I was out of a job, I had to go beg him for one. Take it from me, I am through with labor unions."

THE MORSE
DRY DOCK DIAL

A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company, and to the interests of the Company

BERT EDWARD BARNES, Editor
Don Record, Assistant Editor
Willard B. Prince, Art Editor
C.W. Bailey, Photographer
E. Donnelly, Cartoonist

Mrs. Wallace Livermore, Joan C. Sharp, Marjorie H. Davis, Thomas J. Plunkett, Margaret McCarthy, and Charles S. Davis, Associate Editors

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Vol. 4 JULY, 1921 No. 7

Clear thinking both in individual and world problems is essential to success and right living.

It's Different

AN incident which we believe splendidly indicative of the spirit of the Morse yard occurred one night recently as the men were on their way home from work. Some baby birds that had not fully learned to fly were lying by the roadside struggling to reach some place of safety.

At least twenty-five men stopped to watch as two heater boys tenderly lifted them and tossed them gently into the air so that they flew safely to the top of a nearby building.

The attitude of these workmen in interrupting their hurried homeward journey to help these little mites of bird creatures in their struggles with adversity shows a fine spirit of kindness and unselfishness. We believe it is typical of the spirit in our yard which is *different.*

This is not the first time the "heart of gold" has been brought to the surface in the past few months. It is not only worthy of mention. It is worthy of emulation. Such a spirit adds to the pride of being a part of this splendid organization.

Worth Considering

Governor Allen of Kansas says there are 15,000 professional leaders of labor in the United States who are drawing $60,000,000 a year out of the slender pockets of union men.

He could not make this statement without careful investigation as to its truth, and the thought immediately comes to mind, what do these union men receive in return for this tremendous sum of money?

Organization and the strike weapon is the answer, the workman surrendering his liberty to the extent of agreeing to go out at the call of the leaders even when neither he himself nor his trade is involved. In a sympathetic strike the workman loses his wages and gains nothing.

Moreover, unions are finding that not even the strike weapon can keep wages above the economic level of productive return in the industry, and they are winning widespread public disproval for trying to.

How much better is our Employees' Association! It is working all the time for the interests of our workmen themselves, instead of for the interests of outside agents. It furnishes organization and full opportunity to settle all questions fairly and to the best advantage of the industry and all concerned.

The small sum of a nickel a week finances this organization and in addition furnishes a monthly entertainment better than that in many theatres, as well as the Christmas party and summer outing. Not only the workmen, but also families and friends share in the pleasure. Truly ours is a splendid organization and one deserving the full support of all.

Let's boost the Employees' Association.

No Ca' Canny

THAT Morse workmen agree with the proposition that the more work they perform and the quicker the job is accomplished, the more work will come into the yard, is evidenced by the splendid results on the *S. S. Mormugao* and the *S. S. Ormes,* extensive plate jobs recently in the yard.

Given fifteen days by the contracts, the entire task was completed in nine running days. No Ca' Canny there. The Burners went at the work with a rush and in spite of difficulties had the rivets in 110 plates burned out in three days. The plate work was handled with like speed.

The company may well be proud of such results. With that cooperation combined with the splendid facilities and equipment of this yard, Morse bids in time, cost, and high class service may well bring increased business here.

Our workmen will gain by such a fine spirit.

Co-operation

CONTENTION destroys. Co-operation builds. All the civilization which we enjoy, all progress of men since the earliest days, all success and achievement, have been the result of building. Just as in erecting a house, one brick is laid upon another, every single one performing its own particular and necessary part, those above dependent upon those below, until the complete whole stands forth, so our civilization has been built up step by step from its beginning.

It is the same in industry. Every unit in the organization has a particular work to do which is vitally necessary to the highest efficiency of the whole. If an individual fails to co-operate with his fellows, fails to do his part in making the work go smoothly, fails to do his best, the production of the whole plant suffers.

When a new plan goes into effect it is the duty of all to co-operate and do their best to make it a success, whether they like it or not. If the plan is not a good one, that will be found out soon enough, but it should at least be given a fair trial.

In an army, if the privates failed to obey orders to the letter, serious results would follow, so complex is the vast organization of the present war machine.

No less serious today is the success of our industrial system. Under-production and lack of material goods on one hand is faced by high wages and high prices on the other. Increased production and fair readjustment is the only way out of present difficulties.

Excessive house rents continue because of the shortage of dwellings. High cost of material and labor prevents the rapid construction of new buildings which are sorely needed. This is the time for co-operation. Wages above the real worth of labor must be reduced. Prices of goods must be dropped.

These three factors are vital to each other. They are absolutely interdependent. Failure of one to co-

operate harms itself as well as the others. Only by the united and unselfish action of all will there be a return to normalcy and the beginning of new progress.

It is for us—each one of us—to do our utmost, unite our efforts for the greatest effectiveness of the general plan, speed production, cut costs. The spirit of co-operation will win individual as well as world success.

Curse or Blessing?

SEVERAL years ago two people lived in an orchard. They had no work to do. For food they ate of the fruit growing luxuriantly all about them; and for clothes,—well, the weather was warm.

They lived very happily, according to the story, until one day something happened. They ate some fruit off the wrong tree, and ever after they had to earn their bread by the sweat of their brow.

That was called a curse. But, was it?

We consider work one of our greatest blessings. Enforced idleness is a terrible punishment. It is not merely a case of making a living. It is the necessity of doing something with our power and energy.

Go on a vacation and we work twice as hard as in the yard, walk twenty miles, row a boat all day, chop wood and have a glorious time. Yet, we don't want the vacation to last forever. Prolonged it becomes tedious. We feel a restlessness to get back on the job and make the wheels of industry whirl.

Work is the root of all progress, knowledge and power. Without it we would be shadows in a vacuum.

All the comforts and pleasures we enjoy are the results of work, the houses we live in, our food and clothes, the books we read and even the flickering drama.

Of all the countries of the world ours is the best to work in. It offers the biggest incentive. The wonderful natural resources, the richness of the yield, and the inimitable power and energy of the race combine to make the utmost in opportunity and desire to achieve.

Sometimes, however, in the stress of circumstances, we forget that we like to work, and then our job becomes a burden. A period of enforced idleness would soon change our mind, but we don't take that cure and grumble instead.

Our work should be a pleasure, approached with confidence and anticipation, left physically tired, yet always with joy of work well done, of having given our best.

Watch the child at play. See him bring his mind and muscle into use in solving each situation as it arises. Really he is working, but doesn't know it.

Going at our work with the joy and zest of a child at play makes for happiness and the highest success.

Liberty exists in proportion to wholesome restraint.—*Webster.*

It matters not how long we live, but how.—*Bailey.*

Idleness saps the strength of virtues.

You are satisfied with your achievements only when you have stopped growing.

Pride in one's work is an asset. It results in better work and greater success.

Happiness is worth seeking. It means broader living, a richer, fuller life.

When things go wrong and times are hard, buck up. That is your opportunity to show the stuff of which you are made.

The important thing in life is to possess a great aim, and to possess the aptitude and perserverance to attain it.—*Goethe.*

Calendar Tide Table — JULY — High Water Governors Is.

SUN	MON	TUE	WED	THU	FRI	SAT
New Moon 5th	First Quarter 13th	Full Moon 19th	Last Quarter 27th		1 3:31	2 4:40
3 5:45	4 6:45	5 7:41	6 8:35	7 9:28	8 10:22	9 11:17
10 12:14 PM	11 0:08	12 1:03	13 2:02	14 5:33	15 4:25	16 5:31
17 6:21	18 7:07	19 7:49	20 8:29	21 9:06	22 9:40	23 10:11
24 10:41 / 4:53	25 11:12	26 11:49	27 12:36 PM	28 0:45	29 1:42	30 2:51

Time of tide is A. M. unless otherwise noted. High water at Sandy Hook deduct 30 Minutes.

Association Calendar

Relief Committee meets every Monday at 4 p. m.

Accident Prevention Committee, first Monday of every month.

Entertainment Committee, first Tuesday of every month.

Fire Prevention Committee, first Wednesday of every month.

Finance Committee, last Tuesday of every month.

Directors, last Wednesday of every month.

Association entertainment and business meeting last Wednesday of every month, unless, otherwise announced.

Employees' Association Directory

OFFICERS

President—JOSEPH McGUIRK
Hull Department

Vice-President—FRANK MACK
Sheet Metal Department

Secretary—EDWARD HANNAVIN
Brass Storeroom

Treasurer—MORTIMER W. MEAD
Office

Directors and Conference Board Members (d) for Directors; (c) for Conference Board

CARPENTERS, JOINERS, PAINTERS and WOOD CAULKERS— John Tolson (d), Wallace Livermore (c), James Larkin (c)

OUTSIDE MACHINISTS—John Boylan (d), John Oliver (c), James Wolfe (c)

INSIDE MACHINISTS—Hugh McQuillan (d), Leonard Privatero (c), Paul Boehme (c)

PIPE FITTERS AND PLUMBERS—Michael O'Dea (d), Charles Schultz (c), William Martin (c)

BLACKSMITHS—James Tester (d), Robert McQueen (c), Oscar Skoog (c)

RIGGERS AND DOCK HANDS—Harry Carlson (d), Oscar Munson (c), Walter Geiss (c)

COPPERSMITHS AND PIPE COVERERS—Thomas Hayes (d), Thomas Daly (c), William Bush (c)

BOILERMAKERS—Charles Gilmore (d), Thomas Cornell (c), Thomas McNamara (c)

OFFICE, ESTIMATORS AND SOLICITORS—Frank Falconer (d), Miss Marjorie H. Davis (c), George F. Keenan (c)

DRAUGHTSMEN, PATTERN MAKERS, INSPECTORS—Fred Woods (d), James M. Donovan (c), Thomas C. Rathbone (c)

SHEET METAL WORKERS—Joe Bovine (d), George Thwaites (c), Gene Kenney (c)

PLATE SHOP—Edward McGibney (d), George Drew (c), Louis Leiser (c)

ELECTRICIANS—Harry Jost (d), Thos. White (c), Al Chisholm (c)

HULL DEPARTMENT—Al. Simondinger (d), David Lyle (c), Joseph Toomey (c)

BURNERS AND WELDERS—James MacFarlane (d), John Beverley (c), Charles Menzies (c)

LABORERS—Dominick Croce (d), Edward Cox (c), Bernard O'Rourke (c)

MISCELLANEOUS—Including Chauffeurs, Storeroom Hands, Garage Mechanics, Crews of Launches, Timekeepers and Watchmen—A. R. Ingraham (d), Morton Schonberg (c), Fred Lembke (c)

COMMITTEES

RELIEF COMMITTEE—Joe Frank (Dock Hands), Charles Winkler (Pipe Shop), Charles Pearson (Outside Machinists).

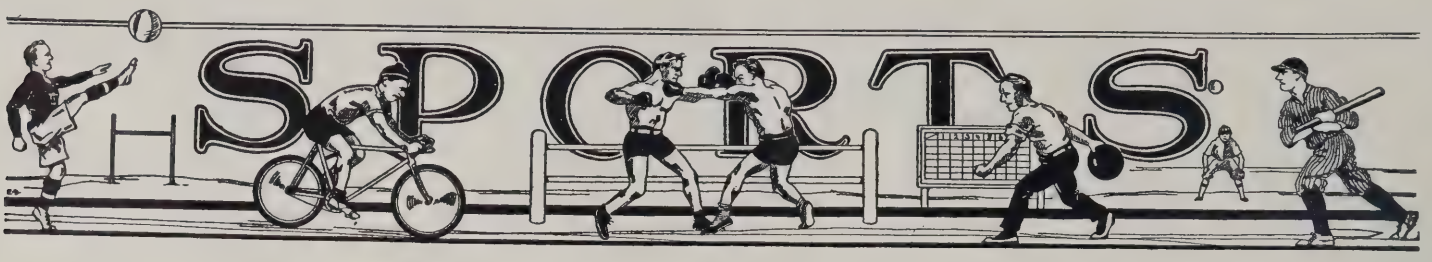
ACCIDENT PREVENTION COMMITTEE—Martin Carroll (Riggers), George Ashe (Inside Machinists), Oscar Munson (Riggers), Anthony Manno (Hull Department), John Ryan (Pipe Shop).

ENTERTAINMENT COMMITTEE—William Burke (Carpenters), Pete Bresnan (Carpenters), Charles Jennings (Plate Shop), George Drew (Plate Shop), William Carr (Outside Machinists).

FINANCE COMMITTEE—Thomas Rathbone (Draftsman), Harry Anderson (Carpenters), Louis Leiser (Plate Shop).

FIRE PREVENTION—David Lyle (Hull Department), Charles Ambriano (Inside Machinists Apprentice), Charles Hahne (Inside Machinists).

OUTING COMMITTEE—Joe Frank, John Tolson, Harry Carlson, George Drew, John Boylan, Harry Anderson, G. Olson, D. Allen, Frank Rice, Tom Rathbone, Frank Falconer, Ed. Knipe, J. Murphy, George Buck, J. McBain, J. Swift, Al Simondinger, Lou Fisher, George Keenan, Henry Rochelle.



Entries Close July 20

SHARP contests are predicted in the field sports at the Annual Outing and Picnic of the Employees Association at Ulmer Park, July 23. Entries are being left at the Employment Office and with Harry Anderson at the Carpenter Shop.

Valuable prizes will be given to the winners and no entry fees are charged for the various events, so anyone has a chance to compete and "beat 'em out." Departmental, as well as individual rivalry is reported to be running high this year and speedy events are looked for. Entries for the sports close Wednesday, July 20. Make sure you get yours in early so you will not be left out.

The following is the schedule of events: 100-yard dash, one mile departmental relay, standing broad jump, running broad jump, standing high jump, running high jump, three-legged race (50 yards), tug-of-war, fat men's race (185 pounds or over, 50 yards), 220-yard dash.

THIS is the cup for which the departments in the yard will contend in field sports at the Annual Outing and Picnic of the Employees Association on July 23. It was donated by Mr. Morse last year and was won for the first time by the Burners. This year the other departments will try to wrest the honors from the cup-holders.

Losing Interest?

THE Apprentice baseball team, which started out like a whirlwind and promised to clean up all teams in the vicinity of like calibre, has fallen down badly in the two games preceeding THE DIAL'S going to press. It is reported that the players with two exceptions are losing interest and are playing listlessly or else not showing up at all.

Clearly, in not giving their best efforts to the success of the team, the Apprentices are not only showing poor sportsmanship, but are failing to show the proper spirit toward those who gave them such a fine opportunity to have a team.

The Association not only gave the Apprentice the use of the splendid equipment which it owns, but also went to considerable expense to equip our boys equal to many semi-professional teams. The Apprentices on their part said they were going to play real baseball. That does not necessarily mean winning all their games. It means trying to.

If the Apprentices are losing interest in the team, it is quite likely that the equipment will be withdrawn and turned over to the Heater Boys or some other team in the yard that wants to play real baseball.

The story of the games in the past month combines very good and very bad. With every player on hand, batting and fielding in fine style, the team defeated the Van Siclens 9 to 7 and the Holyoke Club of Bay Ridge 19 to 8 in the first two games of the month. Then with two or three players failing to show up and two or three others showing hardly life enough to chase a fly ball, the team lost to the Blue Sox 26 to 6 and the Swannees 18 to 10.

The Apprentices have been given a fair chance to have a good team and enjoy some fine sport. It is hoped that they will get together and yet show a spirit that we shall all be proud of, justifying the action taken by others in their behalf.

With the Fight Fans

BILLY BURKE, our well-known fight promoter, has been doping out the Dempsey-Carpentier scrap on July 2. Let's see how near he comes to the result. He says the dope favors Dempsey, but something funny about the match makes him think Carpentier will win. If Dempsey wins, Billy feels sure it will be within six rounds for the American will go after a knockout at the start.

Frankie Fay, one of the fistic boys in our yard, made a good showing against Bobby Hughes May 30 in a 12-round fight at Freeport, L. I.

The Bay Ridge S. C. has closed for the season and Billy Burke expects to have an Open Air Arena seating 10,000 people at one of the baseball parks.

To earn more, do more.

Companions' Safety

A badly burned hand was second in consideration with Frank Mangan, Hull Department, to the safety of his fellow workmen. A paint can, which he was carrying from below in the *S.S. Oneka,* caught fire from a hot rivet carelessly dropped by a rivet boy. Instead of dropping the flaming missile on the heads of his companions below, Mangan bravely carried it to the next deck and smothered the blaze. Asked why he didn't drop the can, when it was seen how badly his hand was burned, he replied with a grim smile, "How about the other fellows?"

—o—

Snappy Vaudeville

SIX acts of vaudeville, every act a winner, was the card at this part of the entertainment at the monthly gathering of the Employees Association, May 25. The weather prevented holding it as an Open Air Meeting with the wives and friends of the men in the yard invited, and it was held in the Association room.

The first entertainer was Miss Margaret Calvert, dancing violinist. Not only did she play delightfully, but she surprised the boys by combining some lively high kicking without stopping her music.

Next came the De Luxe Trio, three men one of whom was at the piano, in songs and comedy, making a great hit. Lovera, a nimble toe dancer, followed.

George Drew, in announcing the fourth act, explained that special permission had to be obtained from the Gary Society to put it on, for Miss Gilman of the Coogan & Gilman team was under age. This got a great laugh when she hove in sight, appearing to weigh in the neighborhood of 300 and to be well past the quarter century mark.

Miss Gilman's songs and comedy with Coogan's roller-skating exhibition was a big feature in the program. For the fifth act, Lovera appeared again, this time in a snake costume, and did a contortion dance with great effect. The wind-up of the show was the De Luxe Trio again in a whole new line of comedy and songs, adding to their already high popularity for the evening.

Clancy's popular band was there with the jazz all the evening putting "pep" into the occasion and making sure there were no dull moments.

—o—

Boxers Entertain

FOUR fast fistic encounters were staged at the special Open Air Show of the Employees Association on the evening of June 8. Johnny Hepburn of our Hull Department met Young Scotti of Brooklyn in a whirlwind four-round go, with Frankie Fay refereeing.

Joe Smith of New York and Frankie Pitcher also took about equal punishment in the same number of frames with Willie Fitzgerald holding the indicator. Young Kramer of Bay Ridge and Walter Nelson of Bay Ridge, Henry Mick referee, mixed it for four rounds, the former skillfully avoiding Nelson's slashing left after the first period and getting in a few good ones himself.

The final was a "grudge fight" from the May 25 bouts, when Battling Anderson (Carl Brodie) undertook to get revenge for his knockout at the hands of Dutch Zimmer. These "Heavies" exchanged blows fast and furiously for four rounds, Zimmer knocking his opponent down in the second, but neither being able to land a knock-out.

Have you ideas for Safety in your department? Send them to THE DIAL. Their publication may save someone from accident. Safety First is vitally important to all.

Report of Relief

FOLLOWING is the report of the Relief Committee for the month of May: Balance on hand May 1, $36.60; Collections, May 3, $124.20; May 10, $115.45; May 17, $117.20; May 24, $131.15; May 31, $115.40.

Disbursements: No. 1103, Hull Department, child died, wife sick, $50; No. 8029, carpenter, met with serious accident, still unable to work, has wife and three children, $40; No. 20782, Hull Department, out of work on account of injury, has wife and three children, $40; No. 6613, carpenter, died leaving wife and dependent child, $50; No. 3590, Pipe Shop, injured, has wife and four children, $40; office worker, off on account of illness, $40; No. 2872, Inside Machinist, off on account of illness, has wife and two children, $40; No. 445, Outside Machinist, off on account of illness, has wife and three children, $40; No. 8469, Laborer, operation, has wife and two children, $40; office worker, laid up over a year by injury, $40; No. 9187, Rigger, laid up six months with fractured ankle, $40.

—o—

First Out Door Show

A SPECIAL opening of the season's Outdoor Entertainments of the Employees Association was held in the yard Wednesday evening, June 8, with more than 2000 Morse folks and their friends present.

Eight fine acts of vaudeville, every one superior to many seen in the theatres, and Clancy's specially enlarged band furnished the early part of the festivities, making a great hit. A boxing ring located beside the Machine Shop was the stage, while settees and automobiles accommodated the spectators.

Lee & Fitz, Comedy Acrobats, opened the bill, followed by Dillon & Lawrence, Irish Hod Carriers, in songs and grand opera, Allan & Jones, Coons, served a Dish of Harmony "all covered with gravy," the "gravy" consisting of jokes and repartee.

Fred Norbeck and Miss Louise Mayo, old favorites at these entertainments, appeared in a pleasing Song Revue, with Miss Mayo at the piano and assisting her partner with the songs. Morris & Sprague, Coon and Wop, furnished jokes and slap stick comedy.

Billy Kale, Bay Ridge Senator, delivered a funny monologue revolving about the prohibition situation, followed by the Bill Bailey Trio, Darky Man, woman, and little fella, in a snappy singing and dancing act that made a great hit. The closing number was the Knickerbocker Quartet in pleasing melody.

Just before the program opened, Chief Devlin of Brooklyn Fire Department spoke against the proposed bill in the Legislature giving preference to disabled ex-soldiers in Civil Service examinations on the ground of unfairness. Frankie Mack urged all present to attend the Annual Outing and Picnic of the Employees Association at Ulmer Park, Saturday, July 23, and to bring their friends.

An accident is one too many. Safety first.

Showed Good Sense

GEORGE FOWLER, Carpenter Shop, was struck in the eye by a piece of glass while unloading some large panes. Holding his eye lids open with his fingers, he ran quickly to the Hospital where the glass was safely removed. His presence of mind in thus keeping his eye open probably prevented serious injury to the eye and the experience may well serve as an object lesson.

It is obviously a bad policy on getting something into the eye to let a fellow workman monkey with it using a dirty handkerchief or his fingers. Yet it is done right here in this yard. The eye is altogether too fragile and precious an organ to take chances with. No matter how slight the injury, play Safety First. Go to the Hospital.

—o—

Scores Knockout

FIGHT fans were treated to a knockout exhibition in the feature bout at the monthly entertainment of the Employees Association, May 25, when Dutch Zimmer kayoed Battling Brodie in the second round of their four round go. In the first round, Brodie, who was formerly a machinist in this yard, seemed to have a little the best of it because of his superior reach, though Zimmer did most of the rushing.

At the start of the second round Brodie shook up his opponent with a couple of straight blows, and then pandemonium broke loose as Zimmer recovered, made a rush and landed a terrific right hook on Brodie's ear. The big fellow dropped like an ox in a slaughter pen and lay dazed while Referee Billy Burke counted him out.

Of the other three bouts, the first was the slowest. It was three 2-minute rounds between Charlie Rose and Johnnie Fox, with Frankie Fay referee, and started out almost as a love fest, but finally responding to jeers and cat calls, the principals made it a little more interesting.

The second go with Frankie Prince and Eddie Menzies, formerly of the Hull Department, swapping blows, and Young Kramer holding the indicator, was much better and was very fast at times. The third bout, between Joe Smith and Joe Lyons, with Henry Mick refereeing, was also a good exhibition, the two being closely matched. Then came the "heavies" with the real fireworks sending the fans home happy.

—o—

Noted Lifesaver

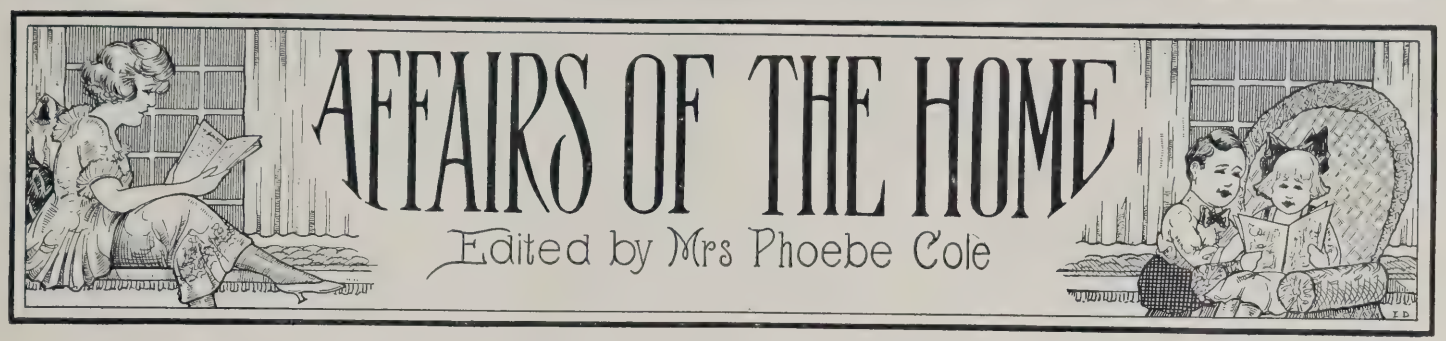
THOMAS LAWSON, the Canarsie lifesaver, now with the welders, has an enviable record of rescues to his credit while a member of the lifesaving crew off Rockaway Beach. Among his greatest exploits, as related by his friends, was the rescue of ten or twelve people caught out in canoes during a heavy sea last summer. Lawson volunteered for the job and single-handed took out a boat and brought the whole party safe to the shore.

Thomas Lawson

"AIN'T WE GOT FUN"

By Edwin E. Donnelly, Dial Cartoonist

IN THE GOOD OLD SUMMER TIME—
"YEA, THOSE TWO RED-SKINS MUST'A BEEN IN THE MATTRESS BUSINESS AN' WERE OUT LOOK'IN FER HAIR THE DAY THEY GRABBED ME, THAT'S HOW I LOST MY TOP COVERING—"
R. R. TICKEY
HOME BREW
OFF ON A WEEK END TRIP TO REST UP
"C'MON THERE YOU WHIRLWINDS, THIS AIN'T NO MUSH PARTY START SOME'IN WILL YA- GO AHEAD TRY AN SOCK EACH OTHER—"
FRANKIE FAY REFEREE
ONE OF THE BOUTS AT THE LAST INDOOR MEETING
JOHN BEVERLY OF THE BURNERS SHOP GIVING THE BOYS THE DOPE ON HOW HE LOST HIS SCALP UP IN THE SASKATCHEWAN REGION
WA'SA MATTER IS YER RIGHT ARM ON STRIKE BRING IT UP OLE BOY-RIGHT ON THE FOOD PIECE-THAT'S THE STUFF C'MON UP AGAIN JUST LIKE'A DUMB WAITER I'M WITH YER—
"HEY - TIMEKEEPER SLAM THAT BELL AN WAKE THESE BIRDS UP- LET EM KNOW THERE'S A FIGHT ON—
OUT THE WINDOW YOU—
"GIVE EM A DRINK IT WILL BRACE EM UP—
THE MUSTACHE ACT MADE FAMOUS BY — RATHBONE ON AND OFF AND REES
THE HEPBURN BROTHERS MIXING IT UP, IN AN EXHIBITION BOUT AT THE OUTDOOR MEETING
REINHARDT OUR PAYMASTER SEEN AT THE RINGSIDE HELPING THE BOYS ALONG
MORSE DRY DOCK & REPAIR CO.
MISS MANTIA OF OUR N.Y. OFFICE ON HER WAY TO THE SHORES OF ITALY
OUR PAY-ROLL GIRLS OTHERWISE KNOWN AS THE NOONTIME KNITTERS IN ACTION ASSISTED BY ANYBODY THAT HAPPENS TO COME ALONG.
THAT'S ALL RIGHT I DONT CARE IF YER OLD MAN WAS A BARTENDER, YER CAN'T GET THROUGH HERE WITHOUT A PASS—
WITTMAN
DEAN
WHAT DID YOU SAY MR. CARR ABOUT BUYING THAT STUTZ YOU SEE I WAS SO INTERESTED I ONLY MISSED ABOUT 45 STITCHES AN NOW I HAVE TO RIP HALF OF THIS OUT—
MISS AMLICK
94 95 96
MISS BRATH
I'M KIND'A UNDECIDED ABOUT BUYING A CAR, BUT WHAT'S THE USE OF WAITING YER'NO A CADILLAC, STUTZ OR A FIAT ARE ALL GOOD MACHINES AS I WAS SAYING
SLIM CARR
GEO DREW
OMYYES ANY TIME YOU NEED HELP JUST CALL ON LITTLE WILLIAM YER KNOW I MIGHT EVEN GO UP AN SIT ON YOUR STOOP SOME NIGHT JUST TO HELP YOU FINISH THIS THING—!!
MISS BADGER
CLANCY
OUR ASSOCIATION PRESIDENT EXTENDING AN INVITATION TO BABE RUTH, TO ATTEND OUR NEXT MEETING.
BROOKLYN IS ALL RIGHT BABE- COME ON OVER TO OUR NEXT OPEN AIR MEETING WHAT DA YER SAY— WE'LL SHOW YER THE DRY DOCKS, MACFARLANE'S CAR, CAVANNAUGH'S GARDEN, GENE RYAN'S NEW DANCE., N'EVERY THING—
JOE McGUIRK
SWEET DADY LOOK'A THAT STICK. LOOKS LIKE THE MAST OF THE S. S. AMERICA.
CHAS. SENNINGS
I'LL SAY THIS SURE IS ONE HOT DAY- I FEEL LIKE A WET SPONGE FROM SWEATING SO MUCH—
SAY, CAP'S KIRBY HOW'S CHANCES OF USEING YOUR STOVE FER A FEW MINUTES
GO AHEAD, DAY THE STOVE IS RED HOT- I HAD TO COME OUT HERE IT'S TOO HOT IN THERE FER ME—
"WELL FER THE, LOVE'A— HEY WHAT'S THE BIG IDEA ARE YER GOING CUCKOO WITH THE HEAT—?"
NO YER POOR PRUNE- I'M DRYING MY SWEAT!!
E. DONNELLY.



Wall Paper Wisdom.

PLAIN papers instead of figured are liked by the best interior decorators because pictures and furniture show up better against a plain background, and give the rooms a more restful air. Also, plain paper tends to make the room look larger.

If the living and dining room are connected by wide doors and the two rooms are kept thrown together all the time, it is better to use the same paper on both rooms. Then the effect is that of one very large room.

Pink and blue paper, while dainty and charming when new, fade more rapidly than any other colors.

Tan or putty color is the best choice for living room papers, as the gradual accumulation of dirt that comes on any paper is less conspicuous on that color. Also, almost any kind of furniture looks well against that kind of a background.

Walnut or oak furniture is prettiest in a room papered a warm tan or yellow. Mahogany looks best against a gray wall paper. White furniture looks best with blue or green walls. Weathered oak or black furniture looks well against a cool, fairly dark green wall.

Don't use wide and elaborate borders in small rooms, unless you want the rooms to appear even smaller. In most cases the very narrow *bottom* strip which the paper hanger shows you, to go with the wide upper border, makes a prettier finish than the more elaborate one which the manufacturer intended for the top.

For hall ways and stair cases, try to get a paper which is fairly dark and will not show soil, also one with a fairly hard, semi-glazed finish, instead of a soft finish so it will not scruff up.

The Proper Care of Linen Garments.

MANY women have welcomed the advent of the silk sport skirt because they have always believed that linen skirts were difficult to launder, and never looked really well after the first washing.

As a matter of fact, linen is not hard to wash, and looks exactly like new after its bath, if the job is expertly done. But it does require care.

Any pure white soap may be used on linen, and it really matters not whether the water used be lukewarm, fairly warm, or quite hot. The soap should be rubbed on all especially soiled spots, and the garment left to soak for a few minutes. Unless the linen is very sheer, as in the case of very fine blouses, you need not hesitate to use a little scrubbing brush on the soiled places. Rinse thoroughly in at least three waters, and if the garment is white, use a little blueing. If the linen is colored, it is wise to use a little tint in the rinse water, if not each time the garment is washed, every second or third time.

Never hang linen garments to dry in the air on a clothes line. The cloth would dry in rough creases that even the most expert ironing would scarcely erase. Wrap the garment in a large, dry bath towel, rolled up snugly, after you have squeezed out as much water as you can with your hands. For here is another never—never wring a linen garment through a machine.

After the garment has remained wrapped in the towel about half an hour, iron it carefully on the wrong side with irons not too hot, as linen scorches easily. When the ironing is finished, hang the garment up in the air to finish drying. Always keep linen skirts or blouses hung on proper hangers between wearings, as there is no surer way of spoiling the looks of linen than by folding or crumpling.

As linen wears almost indefinitely, it is not extravagant to buy a good quality, and have the satisfaction of knowing that you are always well-dressed when you are wearing well-made linen garments.

The Real Test

"THERE are four tests to which you ought to put her before you propose," warned the Cynical Bachelor, to whom the Ardent Youth had been raving about his latest love.

"Don't, I beg of you, let yourself become involved with a pretty girl whom you have only met at a couple of dances. You may, I grant you, adore the way she dances, the way she wears her hair, the way she looks up into your eyes. But life is too complicated a thing to take as one's partner a girl whom one does not know. Take your time in getting acquainted, my son, and meanwhile—test her!"

"But how?" quoth the Youth.

"Well, of course any girl is on her prettiest behavior at a party, just as she has on her prettiest clothes. But how does she look and how does she behave at other places and under less festive circumstances? Ah—that's the test! So take her by surprise at her home sometime, at an unpropitious hour, say on a Saturday morning, and note whether her hair is combed, her face washed, her attire neat.

"Also, how does she behave under unpleasant circumstances, such as being caught in a rain, or missing a train, or being disappointed in some anticipated pleasure. Does she sulk and fume and scold and make a scene, or bear it cheerily, bravely, courteously? That, my son, is a real test of character and breeding.

"Thirdly, how does she treat old people, children and those who by chance occupy inferior positions and have to serve her, by which I mean clerks in stores, waiters in public eating places, boot-blacks, street car conductors, and such public servants. If she acts bored and impatient with old people, snappy and intolerant to children, and patronizing and unreasonable to menials, she has not the sympathetic and courteous nature which makes a woman a pleasant wife."

Heavy Meal at Noon Time

I think in the warm weather it is advisable to give small children the heavy meal of the day at noontime. A light supper is much better in the evening, as I find it does not overheat the tired little bodies and the kiddies always sleep much better after a light evening meal.

I herewith suggest a few of my recipes hoping some of our mothers will do likewise. As this is "a family magazine", I do not understand why more of the women folk do not contribute to the Kiddies' Korner. Surely we would welcome any little suggestion any of the mothers or grandmothers would care to make for the benefit of the little ones.

Menu No. 1.—French toast, spinach, chocolate pudding, milk.

Menu No. 2.—Creamed codfish flakes, bread and butter, string beans, creamed rice, milk.

Menu No. 3.—Lettuce with cream cheese rolls dressed with mayonaise, bread and butter, cornstarch pudding, milk.

Hints About Hair

TOO frequent washings are not good for the hair. Some women think they must wash their hair every week or ten days because it is oily. As a matter of fact, the washing makes it oily, though it may look fluffy and light the first few days after a shampoo.

A sun bath often does the hair more good than a wet shampoo. Shake the hair thoroughly, and let the sun shine upon every part of the hair and scalp. It will usually be found to look clean, bright, and fluffy after this fresh air treatment.

Before taking a shampoo, or, if you hire your hair shampooed, before dressing it at home, wash your combs and brushes, and if possible your hairpins also, especially if you are troubled with dandruff or oily hair which soils the pins. Wipe the combs and pins dry, and put both comb and brush in the sun to dry. It is as illogical to dress clean hair with dusty, soiled brushes and combs, as to take a bath and then dress in soiled garments.

Don't be a paper doll sort of person, well groomed in front, any-old-way behind, like a paper doll. Be sure that your hair —indeed, that *everything* about your clothes, from your hair right down to your heels, looks as well in the back as in the front.

June is not only the month of brides and roses, but the month in which many an innocent husband earns his wife's reproaches because he didn't remember the anniversary date.

This is the season when Sister gets out her tennis racquet and Mother resurrects the fly swatter, and they both begin their summer's athletic activity, and that's about all the fun some women get.

Jolly Time on July 23

EVERYONE is looking ahead to the big Annual Picnic and Outing of the Employees Association at Ulmer Park, July 23. Men, women and children will all be there and a jolly good time is assured by the committees on arrangements, which have been working hard to make the affair a big success.

The following make up the committees having charge of the various phases of the Outing: General Committee, Joe Frank, John Tolson, John Boylan, George Drew, and Harry Carlson; Printing, Tom Rathbone, John Boylan, Pete Bresnan, and Eddie Knipe; Badges, Charles Jennings, Edwin Donnelly, Howard Canning, and John Paulson; Music, George Drew, George Keenan, Frank Falconer, and John Tolson.

Games, Harry Anderson, Al Simondinger, Daniel Allen, Billy Burke, William Falconer, J. Murphy, H. Callahan, Eugene Kenney, William Carr, Henry Rochelle, Tom Hayes, M. Carroll, A. McGarrahie, L. T. Fisher, and John Whitman.

Floor Committee, J. Hennessey, Roy McEwen, James Weldon, Tom Plunkett, David Lyle, Fred Siller, Jerome Gallaghan, J. Donovan, W. F. Reinhardt, Edward Kelly, C. W. Bailey, Ed Innis, and James McClellan.

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Treasurer's Report

THE report of the Treasurer of the Employees Association for May is as follows: Receipts, N. A. Accident Insurance Co. repayment of advanced premiums, $2,567.80; dues, $523.20; Insurance, $501.85; relief account, $614.75; Annual Ball, $102.50; total, $4,310.10.

Disbursements, insurance, $374.60; Relief account, $709.25; bowling prizes, $38.75; magazines for hospital, $25; May meeting, $213; general expenses, $267.15; advanced insurance, $14; return of insurance loan, $2,000; total, $3,641.75.

Bank balance May 1, $1,275.05; deposited in May, $4,310.10; total, $5,585.05; disbursements, $3,641.75; balance June 1, $1,943.40.

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Silk Stockings Again!

JAMES MACFARLANE declares he saw Joe McGuirk buy three pairs of silk stockings (one blue pair and the others gray) at 4 p. m. Saturday, May 21, from a peddlar outside the main gate. Mac is sure they were not for Joe's wife and he thinks buying them thus on the quiet McGuirk is double-crossing him. "I was sure there was something funny about the election," says MacFarlane, "but didn't have any idea before that Joe used the silk stocking game. It's funny, too. I thought the gels always voted for MacFarlane."

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For Sale, Lost and Found, Etc.

Harley motorcycle and side car. Apply 543 Fifty-first Street.

Anyone who finds a Yard Number Button should return it at once to the Employment Office. As an employee forfeits a dollar when a lost button is not found, it will be showing the right spirit of helping each other to turn in a lost button at once.

(*Editor's Note*—Items under the head of Wanted, For Sale, To Let, Lost, Found, etc., are inserted in THE DIAL *free of charge* for Morse Employees.

Remember the September DIAL will be the Vacation Number. Be sure the snapshots of your vacation are in early.

Patrick Staunton

A ONE HUNDRED per cent Morse man, an enthusiastic worker, one always giving his best and striving for the interests of the Morse organization as though it had been his own, was Patrick Staunton, Outside Machinist, who unfortunately met his death on the *S. S. George Henry* about 1:30 on Saturday afternoon, May 21.

William B. Chambers, Foreman of the Outside Machinists, said "Patrick Staunton was one of my best men. He was always willing and enthusiastic, reliable on Sunday and night work, always trying to do a little better than was required. It was because he had done so well on a previous job that the Superintendent especially requested that he be assigned as snapper on the *George G. Henry* job."

A splendid example of Morse workmen, he was, and though he is gone from us, yet will his life ever be an inspiration to all who knew him. He leaves a wife and three small children, and the sympathy of all goes out to them in their bereavement.

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Strike Effects

AN example of the far-reaching harmful effects of strikes was brought home to us in last month's DIAL when we saw the poorly printed result, especially in the case of some of the pictures. This was not due to carelessness or lack of ability on the part of our printers, but to the poor paper.

A strike of paper makers threw onto the market a stock of poorly graded paper and we, placing too much confidence in the paper house from which we have been buying, were the innocent victims of the unsettled conditions in the paper industry. As a result, the picture story of one of the greatest achievements in the history of ship repairs, a story which would tell the world of the wonderful deeds of Morse workmen, was badly done.

We know that wives and children are innocent sufferers in time of strike, but when we stop to think it is easy to see that the harm does not stop there, but affects people hundreds of miles away. How much better it is to settle disagreements peaceably around a council table before rather than after a strike. That way avoids the losses to the men in wages and to the world in decreased production, and the results to the workers are far better in the long run.

The industrial world of the future is not going to tolerate strikes. Both employers and employees are beginning to realize that harm and losses are multiplied many times in the effects. World progress has been held back too much already by selfishness and unwillingness to arbitrate. Let's think clearly and do our part to hasten the day when the strike will be a relic of the dark ages, and a new spirit of honesty and fairness will prevail throughout the industrial world. Then shall we see a new order of prosperity and happiness.

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Tom Plunkett, Employment Office, and his wife and baby are spending two weeks vacation in the Berkshire Hills at Eden Glen, Washington, Mass.

Harry Lieberman

DEEP sorrow of all who knew him was felt at the unfortunate death of Harry Lieberman, Holder On in the Hull Department, from injuries received by a falling hatch cover on the *S. S. Mystic*, at 7:15 A. M., Sunday, April 17.

He was only 26 years old, ambitious and reliable, and always the earliest on the job in the morning, reporting not later than 6:30. He had the reputation for putting out the first hot rivet every morning.

Coming here in May, 1918, he won the admiration of all for his faithful work and good fellowship. He was popular throughout the yard, and heartfelt sympathy goes out to his wife and young son in their sorrow.

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Acknowledgments

Mrs. Patrick Staunton, of 672 Sixtieth Street, Brooklyn, sends the following letter of appreciation to Mr. Edward P. Morse: " My dear Mr. Morse; Just a line to express my sincere thanks and appreciation for your beautiful floral gift to my husband. It is a sort of consolation to me to know the high esteem in which he was held by his employers and shopmates." And to the Employees Association Mrs. Staunton wrote the following letter: "I wish to express my sincere thanks and gratitude to the Employees Association for the generosity and sympathy in my recent bereavement."

George J. Brewer, 1454 Union Street, Brooklyn, sends the following letter of appreciation to the Employees Association: "I want to express my appreciation for your generous thoughtfulness during my illness. It is certainly a great help to me just at this time. I am improving rapidly and hope to be back to work again next week. Thank you again for your generous assistance."

Charles F. Winkler sends the following letter of appreciation to the Employees Association: "I wish to acknowledge with sincere thanks the kind expression of your sympathy in my bereavement."

Miss Dorothea Gatje, 100 Eldert Lane, Brooklyn, sends the following letter of appreciation to the Employees Association: "My mother and sisters as well as myself wish to express our heartfelt appreciation of the sympathy extended in our recent bereavement and the beautiful floral tribute."

Franklin D. Thompson and Margaret Thompson, 273 Sixty-second Street, Brooklyn, sent the following letter of appreciation to the Employees Association: "Kindly accept our heartfelt thanks for your most kind remembrance."

Miss Clotilde Kingsley, 457 Park Place, Brooklyn, sends the following letter of appreciation to the Editor of THE DIAL: "Just a line to thank the DIAL Staff and Printing Department for their kind expressions of sympathy on the occasion of the death of my sister."

John Thompson, 5023 Third Avenue, sends the following letter of appreciation to the Employees Association: "I am very grateful to the Relief Committee for coming to my assistance during the sickness and death of my child."

July Anniversaries

A holiday, second only to Christmas in the minds and hearts of Americans, is Independence Day, July 4. Commemorating as it does the birth of this country as a nation 145 years ago, it is a day filled with meaning and a growing wonder that a nation so young in years has attained to the greatness of these, our United States. We rejoice in this land of opportunity and liberty under law. It is a day for renewing love, loyalty and support for our country and the institutions that have aided in her progress.

July 28 is the anniversary of the beginning of the European War in 1914, the plunging of the whole world into an orgy of bloodshed and misery. No more potent lesson could be asked for in the danger from false pride and arrogance in individuals or nations.

Finds Dial Down South

LAWRENCE WALLACE, formerly of the Drafting Room and well known in the yard as "Limie," went south on an auto trip and liked it so well that he remained there. He is now engaged in the automobile business. Evidently leaving here has not made him forget the Morse yard or friends here for he recently wrote the following letter from 313 Spearing Street, Jacksonville, Florida, to the Editor of THE DIAL:

"I was gladly surprised today when in the public library I happened to come upon a current issue of the dear old DIAL. And then of course I had them all out for this year and so got all the news of the yard since I left there in January. I want to say, don't fail to send a copy of every issue as I am not the only reader of that good news publication you print. Every copy in the library is well fingered and quite a few of them show signs of being well read. I am not very busy now but hope to be in the near future. Give my regards to all the boys in the Drafting Room."

Sails on Mount Clay

The accompanying picture shows Mrs. Carl Teichert (at right), wife of Carl Teichert of our Printing Department, and her friend on board the *S. S. Mount Clay* sailing from New York to Hamburg, Germany. It may well recall to the men in the Morse yard the big task of reconverting this ship from the troop transport *De Kalb* here more than a year ago. This was one of the most extensive reconditioning jobs undertaken by a ship repair company up to that time, and the interest and pride of Morse men continues with the ship in actual service.

Mrs. Carl Teichert (at right)

The Office Cat Says—

We hear that Tom Plunkett's baby plays the piano in the "Peerless."

Fred Taylor, the Beau Brummel of the Estimating Department, is the recipient of a box of "Vandykes" from his friend, "The Duke."

We hear that Carrie Pierce is contemplating bobbing her hair, and has already rented an apartment in the "Village." Beware of Florenz Ziegfelt, Carrie!

Frank Maher, the famous violinist, had an awful time getting a new straw hat to fit his noble head. Yes, Frank, we do admit those "jazzy lids" are killing.

Joe Severson, the vampy office boy, was seen last Sunday riding in the swan boats, Prospect Park, with his best girl. Why not buy a yacht, Joe?

All the girls are begging Vera Remsen to make them beaded bags. Just think, Vera finished a beaded bag in one week!

Since Tommy Meighan visited the yard, the girls simply cannot work. All the handsome youth and chivalry in the yard never caused such a stir as Tommy's visit.

Otto Spehr, the well known Estimator, returned recently from an extended business trip to Baltimore and various Southern points, in the interest of the firm.

Famous Sayings: C. C. Tedder, "The only trouble with a fishing party is that some darned fool always wants to fish."

Tom Rathbone, of the Drafting Department, spent a week vacation with his parents in Washington, D. C.

R. J. Harsch, of the Drafting Department, together with his wife and baby spent his vacation at his father's farm near Lake Pocotopaug, East Hampton, Conn.

Frank Quinlan, formerly of the Disbursement Department, phoned in recently to announce the birth of a daughter on May 14. He now holds a responsible position in the Lawyer's Title Insurance & Trust Company.

Miss Connie Mantia of our New York Office sailed June 14 on the *S. S. Guglielmo Pierce* to visit relatives and friends in Italy, and while there will visit some Italian shipowners in the interests of the Morse Company.

Joe Murphy, formerly Assistant Editor of THE DIAL, writes from Chicago, where he is engaged in newspaper work, that he is now the proud daddy of a baby girl, Eileen. He wanted to be remembered to all the boys in the yard.

We hear that Cyrus MacLaurin has opened up his summer home at Inwood, Long Island. The other members of the Estimating Department are looking forward to spending very jolly week-ends at Mr. MacLaurin's expense.

A. V. Miller, Auditor, has returned from his vacation during which he visited in Oxford, Ohio, and Chicago, Illinois.

Friends in the yard were glad to welcome back Arthur Day, Chief Timekeeper, after his serious illness.

Ed. Freed, formerly of the Disbursement Department, called on his old associates May 23. He looks well and prosperous.

F. O. McQuaid, Insurance Clerk, appears bright and early every morning wearing a lovely rose carried all the way from Ridgewood. Who is she?

Frank Wittman, guard at the 55th Street gate, has been on a two weeks vacation. Girls in the Payroll Department knitting squad missed his repartee at the noon hour.

Friends in the Employment Office think Henry Riccardi must be having his troubles with Ivy. He has recently displayed two black eyes.

It is reported that the fire department at St. Albans, L. I., has been disbanded. Mr. Benner has now established himself upstate with the smoke-eaters at Valley Cottage,—6:10 train!

Herman Kohler, of the Payroll Department, has left the employ of the company. During the five years here he showed marked ability and faithfulness and worked himself rapidly upward. His friends wish him the best of success.

Miss Brady, Cashier's Office, asks what is the use of her spending her good money for Marcel waves and curls for her "Dutch Cut" if the DIAL Cartoonist persists in drawing her hair straight? Donnelly says he must have visualized her on a rainy day.

Harry Rees, of the Cost and Billing Department, has removed his upper lip decoration on account of the hot weather. He says the experiment was highly successful and he plans to cultivate the herbage again next fall.

James MacFarlane is jubilant. He has not had to repair his car in 48 hours.

The Inside Machinists are wondering where Buck Reid got the deep sea cap.

It is reported that Jack Warren has sold his car to the "Eden Musee."

Red Hot tells a funny one about finding $35,000 in nickels the other morning and says he forgets where he hid them.

Mike McGinty, Carpenter Shop, has a new alarm clock, "Joe Lowden, please call me."

Joe Ives of the Welders is back again after a week vacation. He claims it is the first week he has had off in 32 years.

Ben De Bar wants to tell all his friends in the yard that he is going to take an extended vacation in Kansas. Some speed Ben.

David Kane of the Carpenter Shop challenges anyone in the yard to a talking match.

John, the Rigger of the Machine Shop, says too much *soap* is not good for any man, that five nights a week until 11 o'clock is a plenty.

Jack Mairs, formerly of the Hull Department and now of the Sheet Metal, has his tool box all bolted up and is waiting for a gang of riveters.

Bill Schrode and George Ribbe have traveled together so long that friends in the Plate Shop think they are beginning to look alike.

Young Spiller, the porter, recently told his brother porters that an Italian submarine was on dry dock, at which they all rushed down to view the *Jimmie Collins.*

Joe Dauphiny, Carpenter Shop, borrowed a wrench from Al Miller's fliver the other day. He returned it all right, but when Al was taking the boss home, his engine went dead on Third Avenue. Investigating, he found the wrench lying on the batteries.

Joe McGuirk, Charlie Jennings, Dick Rodier, and Jack Warren of the Hull Department recently took their youngsters for an auto trip to view the Circus Parade, but all were disappointed because there was none. They took a ride through the park instead.

Jimmie MacFarlane, Jr., is as quick at repartee as his dad. He is also much interested in the automobile and takes in everything said about it. This was illustrated one day recently when he was taken to the doctor with a bad cold in his chest. "What is the trouble, my lad?" asked the physician. "Something the matter with my carburetor," replied Jimmie, Jr., "my vacuum system is not working good."

Two newcomers in the Traffic Department are Paul Maynes and Arthur Miller.

"Scrap-iron" Sieferth is cutting his own hair since the *soap* has been cut out.

Otto Rochelle says he drinks a can of kerosine oil every day.

Clarence Wilson, formerly of the Tool Room, has left the employ of the company.

For Sale: Rain water tea. Apply Thomas Lawson, Canarsie.

"Fat" Brennan has christened Duncan Sims of the Hull Department "Jackie Coogan."

The boys would like to know who Otto Rochelle is buying the boxes of candy for.

The heater boys have started a baseball team and they are getting off to a fast pace. They claim they like the hot ones.

Charles Pearson of the Plate Shop wants to insure all the boys in that department and then start a boarding house for them.

Charles Labdon, Coppersmith, is recovering from an operation. He was confined to the Bellevue Hospital for 21 days.

The Three Musketeers: Tom Cavannaugh, Hull Department; John Wixted and Gene Kennedy of the Burning Department.

Clancy to new employee, "Where are you going to work?" New man, "In Hoboken." Clancy, "Have you got your citizenship papers?"

Miss Jenkins, the popular manager of the Yard Restaurant, has resigned and has been succeeded by Miss Elisa Anderson, sister of Miss Astrid Anderson of the Hospital Staff.

Ed McGibney, Assistant Foreman of the Plate Shop, bought a pair of clippers outside the Main Gate recently. It is reported that he is going to cut hair free. No reason he cannot cut hair when he can cut iron.

Vincent Consoli's motorcycle parked outside the Machine Shop caused quite a furore the other day when a big sign appeared on it,—"For Sale 98 cents." Vincent is looking for the man who affixed the sign. He says he won't sell for less than 99 cents.

Milton Heintze, former Shipfitter here and now a probationary patrolman, captured a burglar in the act of robbing a house on Rockwell Place recently, it is reported. He made the arrest singlehanded and was commended for bringing in an armed prisoner. His friends in the Hull Department doff their hats to him and wish the best of success in his new job.

John Torrey of the Burners has a new hat called "torch" as it is so hard to tip.

Wanted: To buy a second hand circus. Apply Charles Henson, Burners.

Reginald Dash is back in the Plate Shop after an absence of two years. He says he made a good dash this time.

Someone stole Jerry Galligan's new straw hat in the subway. He is now wearing a black shirt in mourning.

Harry Lyle of the Hull Department recently spent a short vacation with relatives in Munsley, N. Y.

Wallace Livermore, snapper of the Wood Caulkers, has been ill at his home, Seaford, L. I.

The boys in the Plate Shop think Ireland is going to be free, for Billy Wiencke is wearing a green necktie.

Friends in the Hull Department recently saw Dick Rodier fixing the fence for his future mother-in-law. Clever, eh?

Mike Pascale, Machine Shop, complains every noon of the size of the pieces of pie served at a Third Avenue restaurant. He says he thinks there is profiteering in pie.

Jimmie Miller of the Hull Department has purchased some new oars for his boat, which looks bad for the fish while he is on his vacation.

Eddie Mahoney of the Carpenter Shop went away with the circus, but after a couple of days he got a shave and they sent him back.

Buck Reid, the Machine Shop crane man, declares he will soon be ready to entertain the boys at the monthly meeting with his flute. He is progressing rapidly.

Friends in the Traffic Department were sorry to say "Good-bye" to C. Bermel, who has left the employ of the company to go into business for himself with his brother.

Joe McGuirk, Charlie Jennings and Dick Rodier of the Hull Department recently paid a visit to Babe Ruth at the Polo Grounds and secured a promise of the King of Swat to attend one of the Open Air shows of our Employees Association.

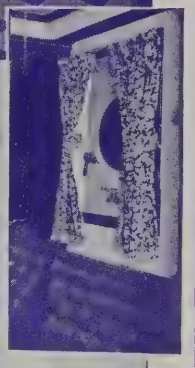
John Beverly of the Burners tells many stories of the time he was living among the Indians in the Saskatchewan region. One, as reported by his mates, is that he was once scalped.

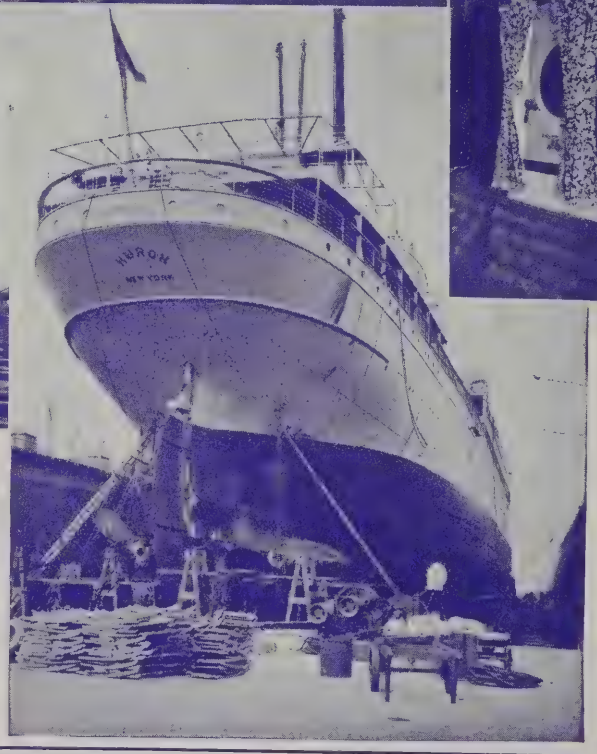
Charles "Sandy" Sanborn of the Sheet Metal Department carries around a huge pair of stock shears so much that the boys in the shop wonder what he will do with them when he goes to Portsmouth the next trip.

ANNUAL PICNIC
BY THE
EMPLOYEES ASSOCIATION
OF
MORSE DRY DOCK & REPAIR Co
TO BE HELD AT
ULMER PARK
SAT. JULY 23, '21.
TICKETS 25 CTS.
CHILDREN FREE
PASTE
E. DONNELLY

Building Up Prestige

These views are of the S.S. Huron, which was completely reconstructed in our yard and hailed as a triumph of modern ship construction.





We cite as other examples of our reconstruction work such ships as the "all electric" ship Cuba, the Avalon, Mt. Clay, Princess Matoika, Pocahontas and the America.

Our reconstruction work is often so extensive that it results in practically a new ship. The shipowner can place his most difficult work with this organization and have no fear as to its successful and efficient completion. For over 25 years Morse workmen have made records and at times they have done seemingly impossible feats in getting a ship away on time and in good condition.

Now is the time for you to consider the real value of Morse Service.

MORSE DRY DOCK & REPAIR CO.

Telephone: Sunset 5100 **BROOKLYN, N. Y.** **Cable: Pyrosison, N. Y.**

S.A.S.
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The

MORSE DIAL

UNIVERSITY OF ILLINOIS
AUG 17

August 1921

The Value of An Ideal In Life's Everlasting Struggle

By The Editor

TRAVELERS on the deserts going from one oasis with its well or spring and its little circle of grass and trees to another, are often troubled in their wanderings over the deep shifting hot sands by seeing in the distance what appears to be an oasis, only to have it fade into the distance upon their approach.

This is a mirage, an illusion of the eye. The oasis which they apparently see always remains just beyond reach. They approach but cannot attain it as they struggle on.

An ideal is like a mirage. It is always fleeting just out of reach. Attained, it ceases to be an ideal and a new and greater purpose takes its place.

Discouraging? Not at all. Indeed that is the value of an ideal, always leading upward and onward to something bigger and better. We should by all means have a great and worthy ideal.

Then, it is for us to work steadily toward that goal, not discouraged because attainment does not come in a moment, taking each setback as increased incentive for the struggle.

Should we perchance attain that ideal, a new and larger one must take its place, for we cannot stand still. When we stop climbing, we go back.

Life is a struggle, and success comes only to him with high ideals keeping always ahead of attainments and the constant striving for that which is higher and better.

Suppose, for example, a boy wants to become a machinist. He works and observes until his chance comes. He makes good and becomes a full-fledged mechanic. His ideal is attained. Does he stop there?

Not at all. He immediately decides that he wants to be a better machinist. A new ideal.

Then, as he works along from day to day, steadily improving, yet never reaching his ideal of skill, he looks about and within himself, and finds perhaps that he has inventive genius. Then he strives to perfect some improvement in the machinery. A new ideal.

Thus it is, always an ideal just out of reach. Something to strive for.

No matter what a man's work is. The sky is the limit of attainment. A high ideal with the will and perseverance to strive for it is all that is needed.

Success is within ourselves.

MORSE DRY DOCK DIAL

Vol. 4 August 1921 No. 8

A clean, orderly yard cemented to the water's edge and carefully swept each day. One of the streets in the "city within our gates."

Mining Gold In the Morse Yard

YEARS ago, people were rushing to California to find gold. Young men, old men, adventurers, whole families set out across the wilderness and deserts, fought hostile Indians, many died from the hardships of the journey, all seeking the little yellow particles or the golden nuggets which they hoped would make them rich.

The 3,000 miles of the way were strewn with skeletons of horses, cattle and men, the wreckage of wagons and household utensils. Other people who sought to go by the long sea voyage around the Horn fared little better, many being lost in the leaky, unseaworthy ships pressed into service.

Many who reached the land of the gold strike by din of hard labor succeeded in amassing a fortune, only to lose it to bands of marauders. Others found little or none of the yellow metal. The few who did return rich were a testimony of the uncertainty and danger in this fateful undertaking.

It was, no doubt, the very uncertainty, the gambler's chance that led thousands to face the hardships and hazards of the attempt.

Many of us are unaware of the fact that one of our department is every day mining "gold" right here in this yard. The men go through the same motions and with the same element of luck. They do not always turn out sparkling yellow particles, but each "find" is worth as much.

The Salvage Department is mining every day the value of many gold dollars from the waste and rubbish that naturally accumulates in a ship repair yard. There is a variety in the "finds" and a satisfaction in saving material from absolute waste that gives an unusual interest to the work of these salvagers.

What do they find? Rivets, bolts, washers, nuts and screws, bits of brass, lead, steel, pieces of pipe, and many other articles too numerous to mention.

All of this material is at once sorted and much of it is found as good as new, simply left lying around by the workmen or discarded from some vessel where there is no further use for it. Everything in good condition is taken back to the storerooms. The junk is preserved and sold to dealers when a sufficient amount accumulates.

There is always the possibility of unearthing from a pile of rubbish something of special value, a fine tool carelessly dropped by a workman, or some other article which would be a big loss were all this material discarded as is the case in many industrial plants.

To see the men of this department faithfully scraping away at a pile of ashes, dirt, or rubbish, one's mind quickly turns to the gold miner and pictures a man searching the sands of a river bed for the little yellow particles. The salvager's job is equally as interesting for he is certain of finding something of value and there is infinitely more variety in his "finds."

The work of the Salvage Department does not end here, however. Waste paper collected from the offices

and old rags picked up about the yard are baled. Broken pieces of rope are gathered at the conclusion of the various jobs. All this material is stored and sold when a sufficient quantity is on hand.

And what does the work of the Salvage Department mean to the shipowner? Economy. Material that goes overboard with the dirt and rubbish must be paid for somewhere along the line. Salvaging odds and ends for junk, material that otherwise would be absolute waste is cutting down expenses.

This means lower costs to the shipowner for the same or better grade of work. Just the same as in any other industrial enterprise, cutting down the operating company's expenses makes possible automatically passing along the decrease to the benefit of the consumer.

Moreover, it stands to reason that it is the company which is cutting down its own unnecessary expenses that will save money for its customers. Just as the workman who is thrifty in his private expenditures will be more thrifty for his employer, so the industrial organization that is thrifty makes the best showing on the production cost sheet.

To the Morse employee, this economy means not only that the Company is setting a good example for you in your private life, to avoid waste and unnecessary expenses, but it should mean increased business for the yard.

The time of inflation and careless expenditures is past. The Company which is practicing true economy is the one which is going to get the business of the future when business picks up.

Finally, but not least important in the various duties of the Salvage Department, is the task of keeping the yard clean and picked up. Every morning one man sweeps the entire roadway in front of the Main Office and around the Carpenter Shop, another covers the territory directly behind the Main Office. Others take care of the various piers until every square inch of the yard not occupied by buildings or material has been swept with the thoroughness characteristic of the work in all our departments.

Horses, rigging, and material used by the workmen about the docks and ships are immediately collected at the completion of the job by the men of the Salvage Department and everything put in its proper place. As a result, when it is again needed, it is where it can be quickly found, thus adding to the efficiency of the work here.

To the work of the men in this interesting department goes much of the credit not only for actually mining gold for the company in cutting down overhead expenses, but also for keeping this the cleanest and most attractive ship repair yard in the country.

Night Trip With The Paymaster

WE are all interested in the Paymaster. Especially at the end of the week. Not all of us however, are familiar with some phases of his work.

For example, when we settle down comfortably at home on Friday night, or seek instead the bright lights of Broadway, secure in the expectation of receiving the big little envelope on the morrow, there is no picture in our minds of a midnight ride in a frisky Ford that the men on night work in outside jobs need not lose their beauty sleep on Saturday.

This trip by the Paymaster to make it most convenient for these workmen to get their pay is not without its thrills and interesting happenings as a DIAL reporter found when invited to kick in with the party on a recent pay night.

The start was made from the yard early in the evening, the party including Paymaster Rinehardt, Ed. Brady of the Night Guards, Chauffeur Jimmie Case, and the scribe. No time was lost as the reliable conveyance burned up the macadam in the direction of the North River, and in a surprisingly short space, the party was interviewing guards and customs officials at the entrance to one of the piers.

"Paymaster, Morse Dry Dock & Repair Company," was the pass word, and the next stop was at the gangplank of the *Pocahontas*. In order that the men need not leave their work in the depths of the ship, the Paymaster made his way through dark passageways and down slippery stairways to the engine room and there dealt out the envelopes, and proved himself a very welcome visitor.

Returning to the pier, the party was attracted to the opposite side by the songs of immigrants held on the *S.S. New Rochelle* by the quarantine at Ellis Island. Apparently carefree and happy, the little German, Swiss, and Polish girls were dancing and playing about the decks to the tunes of their native songs, their striking costumes lending a queer enchantment to the scene.

Duty called, however, and the Morse party headed for Hoboken, where the business on the *Pocahontas* was repeated for our workmen on the *Huron*. With the mission completed, opportunity was given to view the towering height and mammoth size of the *Leviathan* at her pier nearby. Her beautiful lines were enhanced by the moonlight and her vastness was the more apparent by reason of an ordinary liner beside her which looked like a launch in comparison.

Pictures by Morse Photographer.

Yet another unexpected scene was to greet the party before returning home. On the pier closely guarded by U.S. soldiers were 5000 caskets draped with American flags and containing the remains of soldier dead brought back from France on the transport *Wheaton*. It was indeed a thought-inspiring scene and one not soon to be forgotten.

Doubtless not all the Paymaster's midnight trips are as full of interest, but there is always an element of thrill and it is one among many of the tasks in our organization well done, yet coming to the notice of only a few most concerned.

—o—

Skill Cuts Costs

A striking example of repair work accomplished in the Sheet Metal Department was the recent straightening of a badly damaged ventilator from the *S. S. Drake*. To look at the mangled piece of iron, one not acquainted with the feats performed in this department, would have declared repairing it an impossibility. The task was given to George Nelson and the picture shows the ventilator rebent to its original shape and the seams welded, already for the coat of paint which will make it every bit as good as a new one. In order to make the repairs the iron was heated and shaped with a hammer to a perfect replica of the other ventilators on the ship. It is an excellent illustration of the skill and resourcefulness of our workmen.

The Riveting Gun

AN invention, the development of which will be of interest to riveters, is a noiseless riveting gun, recently demonstrated to a group of engineers by Dr. Miller R. Hutchinson, engineer and inventor, at his laboratory in the Woolworth tower.

The devise is a metal gun no longer than a man's arm and it looks like a large syringe. In the demonstration, it drove a bullet three inches long and half an inch in diameter through a steel plate three-quarters of an inch thick.

According to Dr. Hutchinson, the amount of powder used was less than one-third that used in a small rifle cartridge. There was no smoke and the only audible sound was the impact of the slug as it penetrated the steel plate.

The instrument was first conceived for its value as a weapon during the war, but turned to peace possibilities, it is said that it may eventually replace pneumatic riveting machines, not only doing away with the nerve-racking din, but vastly simplifying the process of riveting plates with great economy of time and effort, as it will flatten the head of the rivet with the single motion that drives it through the plate.

The world "do move." We shall watch with interest the development of an instrument for which so much is claimed.

Tropical Fruits and Revolutions

A SHIP bringing to us a bit of the atmosphere from our sister republics to the south was the *S.S.Essequibo*, delightful passenger boat of the Pacific Steam Navigation Company, operating between New York and ports in Peru and Chile, South America.

Political intrigue, revolutions, and the unsettled conditions in these younger republics are a part of the voyages of the *Essequibo*, for she has carried on several occasions ex-presidents of these countries and dispossessed political leaders fleeing to more favorable localities.

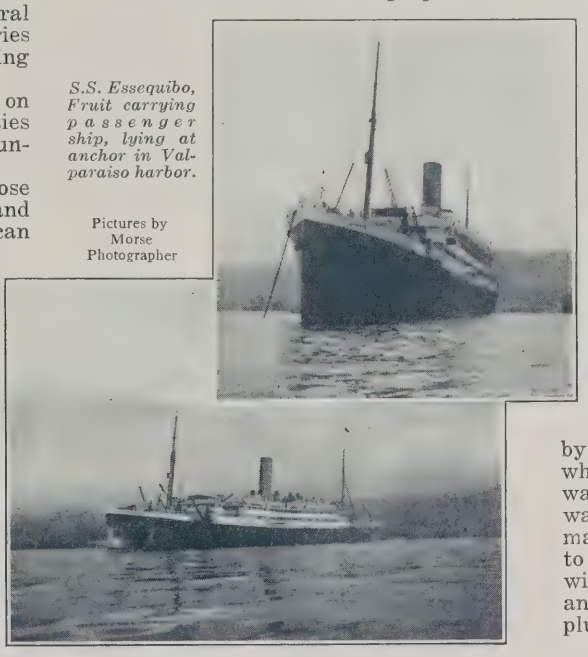
Many times sudden strikes in ports on the way force the ship to skip these cities or work her own sailors in loading and unloading cargo.

Contrasted with these stories are those of the delightful tropical atmosphere and surroundings of these South American countries, the many and varied products, and the opportunities in these rapidly developing lands.

A new undertaking of especial interest and one in which the *Essequibo* plays a large part is bringing tropical fruits to New York from far away Chile. For this purpose the ship has specially cooled chambers, and transports these products at cheaper rates than are charged by rail from California, say her officers.

Moreover, as our winter season is summer in Chile, we are enabled to eat fresh fruits of all kinds during what we have always considered the off season. Oranges, lemons, grapes, apples, peaches, plums, melons, in fact, almost all known varieties of fruit are brought to New York by the *Essequibo*, fresh and tasty when we least expect to find them in the market.

She is a twin-screw oil burner, 468 feet long, 47 feet beam, and 8,600 gross tons. Besides 5,300 tons of freight including a large proportion of sugar, she carries 243 passengers for whom she has fine accommodations. Noted people often are among the voyagers and social life for all is especially pleasing, with fancy dress balls predominating in the whirl of activities.



S.S. Essequibo, Fruit carrying passenger ship, lying at anchor in Valparaiso harbor.

Pictures by Morse Photographer

It requires about 20 days to complete the close to 5000 miles of the journey to Valparaiso, Chile, making six or more stops on the way. One of these is the unique town of Antofagasta, which according to the ship's officers has not had rain in 50 years. Contrasted with this is an experince in Valparaiso harbor, when with both anchors set, a terrific north wind and rain storm cut off the ship's crew from the shore for 40 hours, and sixteen inches of rain fell in two weeks, an unusual amount even for the remarkable climate of those interesting countries below the equator.

One of the features of the *Essequibo* besides her delightful passenger accommodations are her hydraulic deck cranes for taking on and discharging cargo. Not only are these said to be more efficient than ordinary steam winches, but their simplicity and silence while in use is declared a big point in their favor.

The *Essequibo* came here for dry-docking, hull inspection, and replacing by paint her thick coating of barnacles which accumulate so rapidly in southern waters. Then she sped away cutting the waves at 15 knots an hour, once more to make her way through the Panama Canal to the warm soft breezes of the tropical winter, a land of delicious fruits, luxuriant trees and flowers, and birds of brilliant plumage.

Theories of Wages

The second in a series of articles dealing with wage theories.

THE Subsistence Theory of Wages was followed by another doctrine called the Wage Fund Theory. This taught that all wages were paid out of an existing fund and so were dependent upon the proportion between capital and labor.

This explanation is derived from the fact that wages are generally paid before the goods produced reach the consumer, and that they are advanced from an existing surplus called capital. In the case of a ship, a railroad, or a canal, wages may be paid years before the product of labor is cashed in.

Yet, it does not follow from these facts that wages are fixed by the proportion between labor and capital, or that no other factors enter into consideration.

From the Wage Fund Theory it followed that there were only two ways of increasing wages: 1. By increasing capital, 2. By checking population. Believers in this theory soon found that the consequences were hard to reconcile with the facts. They began to qualify their doctrine in all kinds of ways and finally abandoned it altogether.

Like the Subsistence Law and the "Iron Law," the Wage Fund Theory is now discredited, yet many people still seem to believe in it in a confused sort of way. Some who never heard of the theory by name make statements which are the direct outgrowth of this idea.

Let us examine the consequences of this theory a little more closely to see where they do not square with the facts. In the first place, since it was held that wages were dependent upon the proportion between labor and a fixed fund of capital it followed:

1. That wages decreased if population increased and vice versa. The history of the last century disproves this, for both population and wages have increased.

2. If the proportion of population to capital did not change, then wages could only be increased at the expense of profits, that is, come out of the employers' pockets.

It is apparent that many believe this today, employers as well as employees. They forget that a rise in wages need not decrease profits at all, but actually increase them if accompanied by increased efficiency.

Wages and labor cost are not the same thing. Low wages to inefficient labor may mean high labor cost, while high wages to good workers may mean low labor cost to the employer. Slave labor is "cheapest," but it is also most inefficient and the labor cost is high.

It is reported that an American company operating in China pays Chinese laborers four times the going wage. As a result it secures the best labor to be had and by gradually raising its standard of living on a higher wage, increases its efficiency to a surprising degree.

3. If wages are forced up, then profits will fall, capital will be forced out of industry, and the demand for labor will decrease.

This assumes that wages are the "leavings" of profits, which is not true. It also exaggerates the ease with which capital fixed in plant and machinery can be withdrawn. Finally, it credits capital with too great sensativeness, when as a matter of fact, employers and capitalists expect profits and interest to fluctuate. Causes for fluctuating profits in industry are not, moreover, governed alone by rate of wages.

4. If wages are forced up, labor will be attracted from other industries and the resulting competition will force wages down again; or population will increase with the same result.

This idea exaggerates the adaptability and mobility of labor; and history shows that wages do not influence population as suggested by this theory.

Thus is the Wage Fund discredited. In the next article in this series will be discussed the Work Fund Theory and the policy of "Ca' Canny."

Our Fire Protection Best

IT is with pride that we point to our Fire Department and the splendid fire fighting apparatus here ready for instant use. Without a doubt our yard is the best equipped in the matter of fire protection of any plant of its kind.

The importance of this equipment to the men in the yard is quickly recognized, for it not only lessens the danger while on the job, but it protects the job itself as would be apparent should the plant be razed by a disastrous fire because of lack of apparatus.

Furthermore, the security with which ships can come here for repairs is an added incentive for operators to send them here and the complete apparatus which we possess may well bring increased business to this yard.

The latest installed and chief factor in our equipment is the Foamite plant, especially designed to meet the menace from oil fires, a danger arising from the number of oil tankers cleaned and repaired here.

Foamite is said to be the only sure protection in case of a really big oil fire, whence the importance attached to this part of our apparatus.

It consists of two 6000 gallon tanks, each containing a different liquid, and connected with a twin duplex pump, by which the liquids are forced through separate lines of hose to the vicinity of the fire. By means of a Siamese connection the liquids are allowed to mix five feet from the end of the hose, from which is squirted the Foamite expanding to eight times the original volume of the two liquids.

The Foamite, by cutting off all oxygen from the fire quickly smothers it. The pump is capable of forcing 110 gallons of each liquid per minute, a total of 220 gallons, which multiplied by eight for the increase in volume gives some idea of the size of fire with which Foamite can cope.

This plant is situated in a newly constructed building 50 x 16 feet and 15 feet high, at the northwest corner of the Plate Shop. It was installed by the Firefoam Company and fully equipped ready for use on April 1.

Other fire equipment consists of three Chemical Engines, two reels of ordinary hose, with hydrants at points of vantage throughout the yard, a Rescue Squad equipped with smoke masks, a dozen Foamite two and a half gallon extinguishers, three dozen chemical extinguishers of like size, over 100 pyrenes, 200 sand and water pails, axes, hooks, and the Croker fire alarm system with twelve bells around the yard and twenty-three boxes for giving the alarm.

The organization for manning this equipment consists of Chief William L. Meyers, formerly of the City Department, and forty-three men, all ready for instant call and thoroughly schooled in their duties. Joe Lowe of the Employment Office staff is deputy chief and Capt. William Kirby, head of the Tow Boat Office, is deputy chief in the marine division.

The fire companies are as follows: Hose 1, Louie Leiser (Captain), Joe Toomey, David Lyle, J. Singer, E. Laeland, H. Krout, Harry Lyle, J. Hirshkind, J. McGuirk, T. Leonard; Hose 2, John Kelly (Captain), R. Stanton, C. Heins, H. Page, S. Carr, T. Benjamin, C. Winkler, T. McCabe, R. Kane, C. Fitzsimmons.

Chemical number 1, Leonard Privatero (Captain), A. White, J. Colletti, P. Tromonano, H. McQuillan, E. Ulsomer, C. Ambriano, F. Hanson, W. Robbins, M. Pasquale; Chemical number 2, Fred Hewitt (Captain), G. Burdeck, F. Lembke, H. Schlitz, J. Cornell, Hyland, F. Harked, R. Larson, T. Brumen, D. Sheehan.

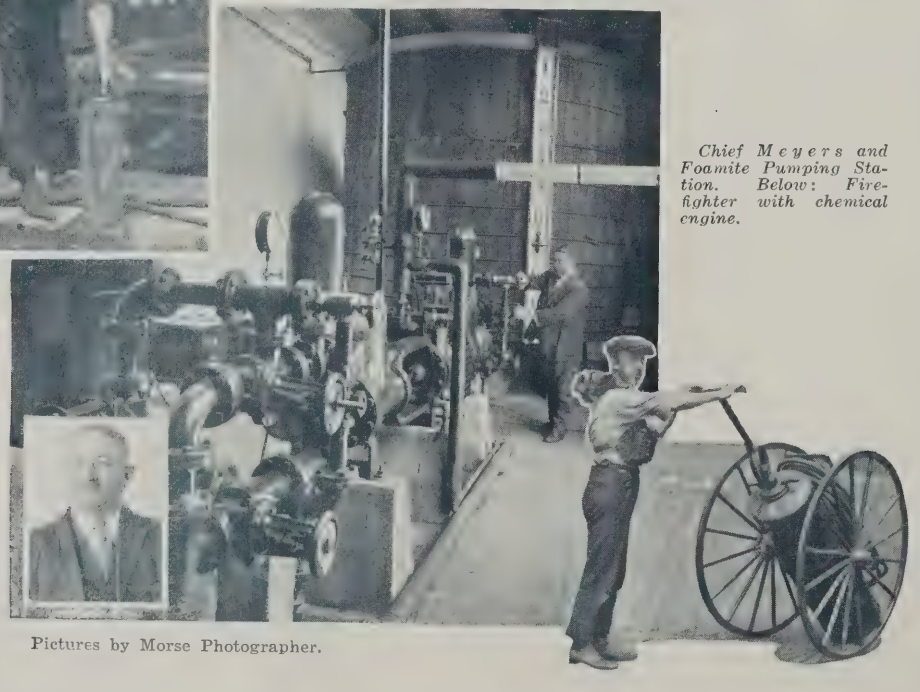
Chemical number 3, Al Miller (Captain), W. Burke, W. Fogarty, J. Sanbers, C. Johnson, L. Holmes, O. Robin, G. Fowler, E. Mahoney, J. Ridley; Foamite Reel 1, Joe Frank (Captain), H. Callahan, E. Kelly, C. Peterson, J. Wagner; Foamite Reel 2, John Kelly (Captain), E. Pendergast, J. Lansing, A. Shaw, T. Callahan.

The three Smoke Mask men have passed special physical examinations by Dr. Wynne. They are Patrick Sullivan, Pipe Shop, M. Faulkhabe, Pipe Shop, and Michael Pasquale, Machine Shop, The substitutes for this service are John Kelly, Pipe Shop, Joe Toomey, Plate Shop, and Hugh McQuillan, Machine Shop.

The records of the department show that there have been six box alarms and eight still alarms so far this year, two of them proving to be fires of a dangerous character. All, however, were handled without the aid of the city fire department and the only loss consisted of the ingredients used in the extinguishers.

Our fire protection is an excellent example of the policy, "An ounce of prevention is worth a pound of cure," and it is an important part of the equipment of the yard. Moreover, not the least valuable part is the skill and heroism with which the apparatus has been manned on several notable occasions.

At left: Smoke mask man ready to descend into ship's hold.



Chief Meyers and Foamite Pumping Station. Below: Firefighter with chemical engine.

Pictures by Morse Photographer.

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Old vs. The New

SKILL and resourcefulness of Morse workmen were called into play in repairing the damaged bow of the tanker *Darden*, a Shipping Board vessel operated by the U. S. & Mexican Petroleum Company. The ship's bow was badly bent and twisted as a result of crashing against another vessel while steaming up the harbor.

After unloading her oil the *Darden* came to the Morse yard to have it completely repaired in six days.

A dozen plates and the top part of the stem piece had to be removed, taken to the Plate Shop and faired or renewed. This in itself was a big task, but the most interesting part was the fairing of the lower part of the stem piece in place.

In the old days this would have been removed and taken to the Plate Shop also, but not so today. An aceylene burner and straightening tackle were put on the job and that part of the bow was soon as fair and perfect as it would have been under the old plan, the new way saving both the time and money that would have been consumed in removing, fairing and replacing the stem piece.

This was said to be the most difficult job ever faired in place in this yard and the result was declared highly satisfactory. The entire work of making new the *Darden's* bow was completed in little over four days after the oil tanks had been steamed and made safe for the Burners. It was finished well within the contract time and may well be considered another example of the speed and efficiency here.

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Japanese Visitors

AMONG the recent visitors to the Morse yard was a delegation from the Japanese steamer *Reiyo Maru*, including Capt. S. Kunimoto; H. Nishimura, Chief Engineer; the Purser, T. Yamada, and K. Okasaki, our Japanese representative. All were greatly interested in viewing our shops and dry docks and expressed wonder at the completeness of our facilities for ship repairs. A picture of these visitors appears on the next page.

Picture Stories Here and There

Top center: S.S. Panhandle State. Above: S.S. Mt. Clay just in from Hamburg. Below: "Famous Players," filming scenes in the Morse Yard.

Above and at left: The Fort Morgan after a collision with superstructure completely wrecked. Below: Thomas Meighan enacting a scene in the Morse Yard from "The Conquest of Canaan."

Center: Employee's Association monthly meeting and entertainment. Below: S. S. Avaré of Brazil.

Lower center: Japanese visitors. See item on page 4.

Below: The Hawkeye State being taken in tow in North River by Morse tug boats.

Below: "Two minutes past twelve." Morse workmen coming off the S.S. America.

Pictures by Morse Photographer.

Ardmore Explosion Causes Sadness

SPLENDID heroism of our workmen was shown in the tragedy of the gas explosion on the Standard Oil tanker *Ardmore* in this yard July 22. Firemen and volunteer rescue squads, regardless of the danger from a possible second explosion, clambered up ropes to get on board, quell the flames, and rig up ladders and tackle for quickly lowering the injured men from the ship.

Six men, Wm. Meyers, Fire Chief; Dave Lyle, Hull Dept.; Wm. J. McNulty, Boilermaker; Frank Mack, Sheet Metal; Michael Horan, Storeroom, and Frank Falconer, Hospital, risked their lives descending into the gas-filled tank to rescue injured men. Both Mack and Falconer were overcome in this work and had to be revived.

Many others did notable service in caring for the injured and rushing them to the hospital. Miss Jensen arrived on the scene among the first and directed the first aid, working untiringly in her efforts. It was a time of testing and the spirit of Morse workmen was not found wanting.

As a result of the explosion, four men died: Frank Warren, Shipfitter; Chris Henson, Pipefitter; Adam Cobis, Chipper and Caulker, and John Ahearn, Burner. Six others were seriously injured: William Connolly, Riveter; William Dorrien, Shipfitter; Gus Ecklund, Hull Department; John Grau, Pipefitter's helper; Leslie Reid, Hull Department, and John Reilly, Laborer Snapper.

The cause of the explosion had not been determined when THE DIAL went to press. It was reported that the tank in which the blast occurred was cleaned and sealed before the ship came to the yard and that it had not been disturbed during the repairs.

It was by far the worst accident that ever took place in this yard and it spread a shadow of sadness and deep sympathy for the families of the afflicted. A collection was taken up for the immediate relief of those in financial straits, the day following the explosion, the generous response bespeaking the spirit of brotherhood prevailing here.

DEEP sorrow is felt in the family of Morse workers at the loss of the four fellow employees, who met death as a result of the explosion. The loss is not only of brother workmen, but of comrades and friends as well.

FRANK WARREN, Shipfitter, was 28 years old and had been in the employ of the Morse Company three years. During that time he had proved himself an excellent workman, cheerful, and well liked by all. Before coming here he had been employed by the New Orleans Railway & Light Co., and had made plans to return to that city this fall and make his home there, near his wife's people. He leaves a widow, two children, and two brothers, John Warren, Assistant Foreman of the Hull Department, and Clarence Warren, who formerly worked in the Morse yard and is now on the police force. The funeral was held Monday afternoon from the Church of Our Lady of Angels, Seventy-fourth Street and Fourth Avenue, six members of the Hull Department acting as bearers. His body was taken to New Orleans for burial.

ADAM F. COBIS, Chipper and Caulker, was 28 years old and was born in Hungary. He came here from the Submarine Boat Corporation in 1919 and had worked steadily and faithfully. He was a man of exemplary habits, well liked and respected by all. Recently he had established his family in their new home at South Ozone Park, L. I. He is survived by a wife and two small children, his father and mother, who became American citizens soon after coming to this country and now live in New York, and two brothers, John, who lives at 68 Seventh Street, Long Island City, and another brother, who lives in New Orleans. The funeral was held from Saint Clement's Church, South Ozone Park, his friends in the Hull Department acting as pall bearers. He was buried in St. John's cemetery, B'klyn.

JOHN AHEARN, Burner, was 25 years old and had been employed by the Morse Company over six years. He was an excellent workman, steady and faithful, and very popular with his fellow employees. He had been married but a short time and is survived by his widow, mother, father, sisters, and brothers, who live at 579 Tenth Street, Brooklyn. The funeral was held Tuesday from his home at 174 Schermerhorn Street and from Saint Savior's Church, Sixth Street and Eighth Avenue. Floral tributes in abundance expressed the sympathy of his many friends. A number from the yard attended the funeral and acted as bearers. He was buried in Holy Cross Cemetery, Brooklyn

CHRISTOPHER HENSON, Pipefitter, was 37 years old and entered the employ of the Morse Company only a month ago, but he had worked here in 1911 and was well known to old time employees. Since leaving here he had worked in the Fall River Shipyards and for the Terry Shipbuilding Company, Savannah, Ga. He left the Terry Company to go in business for himself, but the lure of the shipyard was too great and he came to the Morse yard and planned to make his home in Brooklyn. He was an excellent workman and had won the regard of all who knew him in the short time he had been here. He is survived by his wife and 12 year old son, and two sisters, Mrs. Matthew Arena, 5211 Sixth Avenue, and Mrs. J. Sullivan, also of Brooklyn. The funeral was from Schaeffer's Funeral Parlors, Fortieth Street and Third Avenue, and from Saint Agatha's Church, Fiftieth Street and Eighth Avenue. Several pipefitters and other friends in the yard attended in a body. Burial was in the Hudson County Catholic Cemetery, N. J.

Morse War Hero Honored

HIGHEST praise for courage and gallantry in action of Private Joseph E. Gibson, formerly a Drillers' helper in this yard and a soldier during the late war, is contained in a citation recently given to his relatives and brought to THE DIAL by his brother-in-law, Arthur Shore of the Dock Hands.

Priv. Gibson died of pneumonia, Novembe, 14, 1918. His body was recently brought to this country and buried Friday, July 15, with military honors. The citation follows:

"This is to certify to the act of gallantry on the part of Private Joseph Gibson, a machine gunner of Company I, 106th Infantry, on September 3, 1918, in the vicinity of Vierstraadt, Belgium.

"Privates Gibson, William Shaw, and James Gillick (K.IA., Sept. 27, 1918) all of Co. I, 106th Infantry, were in my machine gun squad. During a severe strafing, a shell exploded in our midst. I was wounded in the left knee by a shell fragment and shocked. Private Gibson, himself slightly wounded and badly shaken, administered first aid to me, picked me up

and dragged and carried me to the R.A.P. about two kilometers distant, over dangerous open ground, covered by incessant enemy machine gun fire. Frequently during this trip we had to drop into shell holes. About half way, Private Gibson was struck in the back by a machine gun bullet, nearly spent. He was knocked out for a while, but after half an hour was able to resume the journey. He exhibited the finest courage and showed no regard for his own safety, by attempting to shield my body with his own to save me from further injury.

"After depositing me at the R.A.P., Gibson said good-bye to me and left without receiving medical attention, due to congestion there, saying he was on his way back to his machine gun post in the front line.

"I returned to duty with my company from the hospital in October, 1918, and learned that Gibson had returned to his squad on that memorable day, and 'carried on.' He was very quiet in manner, willing to a fault, and in action showed a calmness we all admired.

"I hope that recognition can be given for this act, as it will assuage the grief of his bereaved parents. Private Joseph Gibson died of pneumonia early in November, 1918. His parents' address is 5609 Third Avenue, Brooklyn, N. Y.

Very truly yours,
George Tracy, Ex-Corp.,
Co. I, 106th Inf."

With Our Old Timers

THE same town that produced Walter Crawford, superintendent of the Hull Department, Billy McEwen, Assistant Superintendent, William Cairney, Foreman of the Machine Shop, Bob McQueen, Assistant Foreman of the Blacksmiths, Bobby Burns and Billy Morton, former employees here, also sent to us one of our best known and popular Old Timers, James MacFarlane, Foreman of the Burners and Welders.

Glasgow, Scotland, may well be proud of these, her noted sons, and we are proud to number them in our organization.

James MacFarlane

It was a queer coincidence that brought Mr. MacFarlane to us fourteen years ago, one of those little twists of fortune upon which important results hinge, but let's hie back even further and get the background of this picture of our active and always cheerful Scotchman.

He began work in a shipyard as a boy of 13 driving a steam hammer. Then he was advanced to heater boy. As soon as he was large enough, he began serving his time as a blacksmith's apprentice, where he was engaged three years. Finishing this course, he learned various phases of shipyard work and finally settled upon the job of riveter, in which capacity he served in every shipyard on the Clyde.

Then in 1904 a dull spell hit the shipyards and Mac went on a vacation in Liverpool. While there he met an old friend who had worked in the Morse ship repair yard. During the reviewing of old times and the consideration of prospects, the friend remarked, "With your ability, Jimmie, you ought not to stay a minute on this side of the water. Go over and get a job in the Morse yard. There are great opportunities over there."

They talked the matter over. It looked like a long trip and Mac was getting $5 a day, which was considered big wages then, but the friend was bound he should go and finally offered to get him a job on the same vessel with him. Mac accepted and a few days later set out for the new world as a fireman on the *Lusitania*.

Arriving in New York, he saw an advertisement of the Morse Company for riveters. He applied and got the job at once. His experience in the old country stood him in good stead for it was soon found that he could do the difficult tasks. "Get Mac on the job," was the word passed around more than once when a particularly hard riveting stunt presented itself.

Mac used to set a pretty fast pace for the riveters and when they called out to slow up a bit for fear he would show them up, he would reply, "Can't go no slower, mon. I'm out for a conscientious day's work." And they would have to show speed or see some such tally as 700 rivets against 300 which wouldn't look very well.

Because of his experience in Scotland, he was the first to operate a machine riveter in this yard, and for the same reason, when the burning machine and later the electric welding apparatus was introduced, he became the operator.

Thus, in this latter field, he has built up a shop from one man to what is said to be the largest and best equipped Burning and Welding Department in any ship yard in the country.

Mac has always been a leader in yard and Association activities. He was the first vice-president of the Employees Association, and the second year was elected president. Since then he has been on the Board of Directors every year.

An election campaign without the pep and versatile activities always injected by Mr. MacFarlane would be hard to imagine. It was he who one year introduced a goat, another a band, and this year himself appeared in the role of Klu Klux Klan. For two years he acted as campaign manager for Joseph McGuirk in the race for president of the Association and Mac's popularity as a speaker and his quickness at repartee always assured plenty of excitement.

This year he put new life into the campaign by announcing himself a candidate for president and immediately threw a scare into the camps of his opponents. The fact that he helped to make the campaign livelier than anyone had anticipated amply repaid him for not winning.

Among the many stories told about MacFarlane is one from the old country, where one of his side line activities for nine years was teacher of clog-dancing. One night he himself was dancing in competition at a vaudeville performance and he was watching his partner so closely that he forgot to watch his step and danced right off the stage into the orchestra. But he won the prize just the same.

On another occasion at one of our Association meetings, it is told that Mac was refereeing a boxing bout. All went well until the last round, when the man Jimmie didn't want to see licked, was knocked down and showed little tendency to rise. Of necessity Mac began to count him out, —but very slowly. 1-2-3-4-5-6-7——. Just then someone in the audience made a comment. Quick as a flash, Mac turned upon the speaker and took a full minute in a harangue concerning who was refereeing the bout, his rights, duties, etc. Then he counted "8" and again turned to finish his speech. At last he counted "9" and just then the bell rang.

So MacFarlane with all his "thricks" and his ever-bubbling good nature has seen the yard progress from the days when the button sets and chisel bar were used to remove the old rivets, to the present complete organization capable of "making new" the giant liners of the deep in record time.

He is 49 years old and has three fine youngsters, Isabelle 12, Margaret 10, and Jimmie, Jr. 8. The latter is a chip off the old block, as bright and quick at repartee as his dad, and Mac's eyes light up with pride as he tells the exploits of young Jimmie.

Hull Department Twenty Years Ago

THAT the Morse Dry Dock & Repair Company is not a war baby business is interestingly attested by the photograph below recently brought to the Dial office by James Kerr, Boilermaker Snapper. The picture is one of the Hull Department taken here about twenty years ago.

The photograph will take the Old Timers back to the early days of ship repairs in the Morse organization, back almost to the beginning in 1884 when Edward P. Morse with the aid of one helper began repairing small boats in a building 25 by 40 feet at the foot of Twenty-sixth Street.

That was the establishing of the roots of the business which through years of growth, struggles and service to ship operators has become one of the largest and most complete repair yards in America with the largest floating sectional dry dock in the world.

It is this spirit of the past combined with the ever new and progressive spirit of the the present that makes the Morse yard unique in its service to shipowners, giving cooperative effort and speed of its workmen, unexcelled facilities for all kinds of repair work, and a square deal to all.

Morse men may well be proud of the past as well as the present of this organization. Are there other Old Timer photographs? The Dial will be only too glad to print them. Send 'em in.

The Hull Department Boys 20 Years Ago.

THE MORSE
DRY DOCK DIAL

A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company, and to the interests of the Company

BERT EDWARD BARNES, Editor
Don Record, Assistant Editor
Willard B. Prince, Art Editor
C.W. Bailey, Photographer
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Joan C. Sharp, Marjorie H. Davis, Thomas J. Plunkett and Thomas C. Rathbone
Associate Editors

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Vol. 4 AUGUST, 1921 No. 8

Constructive thought is the impetus through which civilization has advanced in all ages.

To Him That Hath

THRIFT is a source of Happiness, for the man who saves money can face the future unafraid. If he spends all or more than he earns, he may think he is having more fun,—but he isn't. Secretly he is not happy.

Moreover, the man who practices thrift is doing more than saving money, he is attracting it. For thrift is the beginning of the money-making habit.

How much do you make in a year? No, not how much you *take in*. What you make is what you keep. All that you spend doesn't count. That belongs to others.

If you earn $6000 and spend $7000, you have lost money. But, if you earn $1500 and save $200, you are $1200 better off than the man who spent $7000.

Save money! It pyramids.

It's Catching

"SEND 'em out with a smile!" says Tom Cavanaugh. And he surely puts his philosophy into practice. The bigger the grouch anyone takes into the Hull Department Office, the broader the smile he carries out.

Grouches and the "blues" fade like dew in the sunshine before Uncle Tom's radiant cheerfulness and keen repartee.

"Life is a bit o' Fun," he says, "If you take it in the right spirit. Suppose you do stub your toe once in a while. It will be better tomorrow."

Truly the Hull Department Office with its flower garden and its big-hearted office genius is a "Good Cheer" center in the yard. How much of the spirit of the workmen, the good fellowship and confident cheerfulness in "Getting It Done" emanates from this spot, who can say?

Smile! It adds to the fun of working.

Tough on Strikers

AN employees' strike at the Cramp shipyard in Chester, Pa., has proved to be a direct benefit to the company, according to an editorial in the June 24 New York Herald.

Although the strike was at the time still in full swing, the yard was going at full speed and showing an increased output. J. H. Mull, president of the company, declares that the workers are 30 per cent more efficient than before the strike began.

The reason for this is that much deadwood has been eliminated. Many men old in years and in the service of the company are down and out. A large number of them would soon have been eligible for pensions had they remained at work. Now their jobs are gone and the pensions on which they might have lived in their old age are gone too.

Their places have been filled by younger men. Whereas the average age of the 5,400 Cramp employees before the strike was 55 years, it is now 35 years.

The labor union can do nothing for the strikers for it went down and out with them. From a closely unionized concern Cramps has become an open shop. It is filled with new and younger blood and it is unshackled from union rules and restrictions.

It is an example of the tendency of the times. Unions carried their methods too far and now face a powerful reaction. Employers in many cases have been treated unfairly by the unions. What the outcome will be in many industries depends to a large extent upon the workers. It is a time for them to think for themselves, not to be dictated to by union agents, not to meet the fate of the old timers in the Cramp shipyard.

It is a time for employers and employees to get together for a square deal to both, to meet the present adverse industrial conditions as best the circumstances permit, and to build now for the future welfare of all.

We in the Morse yard are especially fortunate in having our Employees Association established by our workers for just this purpose of considering both sides of every problem with the expressed purpose of attaining a square deal both for the workers and the company. Employees have opportunity to meet and discuss their problems and they have a common meeting ground on which to discuss their views with representatives of the company, the surest way to gain a fair decision for both parties.

Yet, the Association will not live by itself alone. It needs the interest and support of all, all the time. Are you doing your part?

The Right Spirit

"THAT lad is going to make a success," declared the Chief Engineer of the *S. S. Minnesotan* feelingly after bidding goodbye to the Mess Boy at the end of the voyage and while the ship was in this yard recently.

"He is saving his money to get an education and he is not afraid of work. He is a little Italian immigrant and all through the voyage he won the admiration of the officers by his faithful work and willingness. Not only did he do well what was required of him, but he took on in addition the officer's washing and kept their clothes pressed. Sometimes worked late at night extra. I gave him $10 and each of the other officers gave him $5. He's a great little lad and we hate to see him go."

Here is a little lesson for those who say that work does not get them anything. A little lad serving in the lowest capacity on the ship wins the recognition, admiration, and praise of the highest officers. He also wins material reward.

Yet, the big thing in this case was not the opinion or gifts of these officers, but rather the qualities and ability exhibited within the boy himself which will make success in larger positions and success in life.

Keep Savings Safe

IT is a catastrophe to lose one's savings, especially for those who work hard for their money and cannot afford to lose. Yet last year, $750,000,000 was invested in fraudulent, worthless, or questionable stock, much of it by these very people, according to a government report.

Slick stock salesmen and promoters claim fabulous returns, and people, wishing to rapidly increase their savings, "bite," many times losing all.

This also has been true of large numbers of people owning Liberty Bonds and War Savings Stamps, who have been led to exchange these gilt-edged securities for others that are worthless or questionable.

We cannot be too careful with our savings. It is far better to receive a small rate of interest and keep the principal safe than to risk all on promise of large returns.

Don't get your name on promoters' "suckers" lists. Don't encourage unknown and unreliable stock salesmen. Beware of promises of big returns. If the investment was safe, others in closer touch with the enterprise than you are would snap it up.

Where invest? Your money is safe and earns a fair, safe rate of interest: In a reliable bank, in U. S. Government securities, in sound life insurance, in safe securities of reputable business concerns, in buying your home.

Play safe. Don't take chances with your savings.

Today is the Day

NOT tomorrow, next week or next year. Yesterday and twenty years ago are gone. Today is the day for accomplishment. Golden hours. What shall we do with them?

A few are for rest. A few others are for play and recreation. But those most important, those that make the others worthwhile are the ones devoted to work and world production.

Carpenter, farmer, mechanic, it matters not which line of work is ours. Each has its place in the complicated life of the present day. Each one of us is affected not only by his own job, but by the jobs of all workmen, so interrelated are all branches of industry.

Only by everyone doing his best can we all prosper to the fullest.

Each hour must be made to count. Yesterdays serve only for their foundation in experience and material goods. We cannot live them again. Tomorrows offer their ideals and incentive to preparation. But today is the time for actual deeds. Don't put them off. We grow and progress by *doing*.

A few hours now. Make them count.

Fairness To All

WE are glad to print in another column, of this issue, a communication from a man in the yard, citing what he deems an injustice in connection with enforcing the rule excluding children from the outdoor meetings.

This man says he saw ten or fifteen children allowed to enter, but his boy was barred. We are heartily in sympathy with his criticism. If a few children are admitted or allowed to stay after they have slipped in, all should be admitted as a matter of plain justice.

The rule excluding children seems to be necessary because all the room is needed for adults and because noise and disturbance created by the youngsters interferes with the show. The officers say this rule will be absolutely enforced at subsequent meetings. We urge the co-operation of all in this matter. What is fair for one is fair for all.

The finest things of life, those that make the world brighter, not only for self but for others, are our little unremembered deeds of kindness and of love.

Calendar Ride Table — AUGUST — High Water Governors Is.

SUN	MON	TUE	WED	THU	FRI	SAT
New Moon 3:13	1 5:22	2 6:26	3 7:24	4 8:19	5 9:12	6 10:05
7 10:58	8 11:53	9 0:12	10 1:10	11 2:10	12 3:18	13 4:31
14 5:06	15 5:56	16 6:40	17 7:21	18 7:59	19 8:32	20 9:04
21 9:31	22 10:00	23 10:33	24 11:13	25 11:59	26 0:17	27 1:18
28 2:31	29 3:52	30 5:05	31 6:08	First Quarter 10th	Full Moon 18th	Last Quarter 26th

Time of tide is A. M. unless otherwise noted. High water at Sandy Hook deduct 30 Minutes.

Association Calendar

Relief Committee meets every Monday at 4 p. m.

Accident Prevention Committee, first Monday of every month.

Entertainment Committee, first Tuesday of every month.

Fire Prevention Committee, first Wednesday of every month.

Finance Committee, last Tuesday of every month.

Directors, last Wednesday of every month.

Association entertainment and business meeting last Wednesday of every month, unless, otherwise announced.

Association Outing, Ulmer Park, Aug. 13.

Employees Association Directory

OFFICERS

President—JOSEPH McGUIRK
Hull Department

Vice-President—FRANK MACK
Sheet Metal Department

Secretary—EDWARD HANNAVIN
Brass Storeroom

Treasurer—MORTIMER W. MEAD
Office

Directors and Conference Board Members (d) for Directors; (c) for Conference Board

CARPENTERS, JOINERS, PAINTERS and WOOD CAULKERS— John Tolson (d), Wallace Livermore (c), James Larkin (c)

OUTSIDE MACHINISTS—John Boylan (d), John Oliver (c), James Wolfe (c)

INSIDE MACHINISTS—Hugh McQuillan (d), Leonard Privatero (c), Paul Boehme (c)

PIPE FITTERS AND PLUMBERS—Michael O'Dea (d), Charles Schultz (c), William Martin (c)

BLACKSMITHS—James Tester (d), Robert McQueen (c), Oscar Skoog (c)

RIGGERS AND DOCK HANDS—Harry Carlson (d), Oscar Munson (c), Walter Geiss (c)

COPPERSMITHS AND PIPE COVERERS—Thomas Hayes (d)

BOILERMAKERS—Charles Gilmore (d), Thomas Cornell (c), Thomas McNamara (c)

OFFICE, ESTIMATORS AND SOLICITORS—Frank Falconer (d), Miss Marjorie H. Davis (c), George F. Keenan (c)

DRAUGHTSMEN, PATTERN MAKERS, INSPECTORS—Fred Woods (d), James M. Donovan (c), Thomas C. Rathbone (c)

SHEET METAL WORKERS—Joe Bovine (d), George Thwaites (c), Gene Kenney (c)

PLATE SHOP—Edward McGibney (d), George Drew (c), Louis Leiser (c)

ELECTRICIANS—Harry Jost (d), Thos. White (c)

HULL DEPARTMENT—Al. Simondinger (d), David Lyle (c), Joseph Toomey (c)

BURNERS AND WELDERS—James MacFarlane (d), Charles Menzies (c)

LABORERS—Dominick Croce (d), Edward Cox (c), Bernard O'Rourke (c)

MISCELLANEOUS—Including Chauffeurs, Storeroom Hands, Garage Mechanics, Crews of Launches, Timekeepers and Watchmen—A. R. Ingraham (d), Morton Schonberg (c)

COMMITTEES

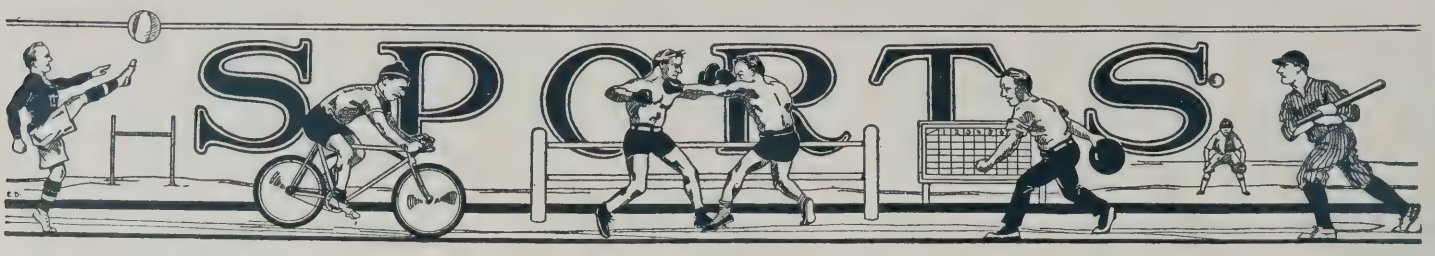
RELIEF COMMITTEE—Joe Frank (Dock Hands), Charles Winkler (Pipe Shop), Charles Pearson (Outside Machinists).

ACCIDENT PREVENTION COMMITTEE—Martin Carroll (Riggers), George Ashe (Inside Machinists), Oscar Munson (Riggers), Anthony Manno (Hull Department), John Ryan (Pipe Shop).

ENTERTAINMENT COMMITTEE—William Burke (Carpenters), Pete Bresnan (Carpenters), Charles Jennings (Plate Shop), George Drew (Plate Shop), William Carr (Pipe Shop).

FINANCE COMMITTEE—Thomas Rathbone (Draftsman), Harry Anderson (Carpenters), Louis Leiser (Plate Shop).

FIRE PREVENTION—David Lyle (Hull Department), Charles Ambriano (Inside Machinists Apprentice), Charles Hahne (Inside Machinists).



With the Fighters

TWO fighters from the Morse yard, proteges of Jack Byers, General Storeroom, have been giving a good account of themselves during the past month. Johnny Hepburn, Hull Department, knocked out Young Walker July 21 at the Queensborough Club. He was also matched to meet Matty Herbert at the Palace of Joy, Coney Island, recently, but the fight was called off.

It is expected that he will be sent in action again soon in a 12-round battle at the Queensborough Club and at the Army A.A. of Jersey City. Owing to the warm weather and many of the sporting clubs being closed, it is somewhat difficult to get matches, but Jack Byers usually puts through whatever he attempts and keeps his men busy.

Jimmie Bell, Pipe Shop, has three straight wins to his credit. June 25 he won a decision over Jimmy Prince at the Palace of Joy, Coney Island. At the Steeplechase A.A., Rockaway, he defeated Battling Henry on July 1, and also won a decision over Micky McCann of Jersey City, well-known 10-round fighter, July 21.

Among the features of the boxing show at the Bay Ridge Sporting Club, May 31, for the benefit of the Sheridan Council, K of C., was the presentation of loving cups to several Morse fistic lads, including Eddie Fitzsimmons, whose father works here, Sailor Joe Daly, Frankie Fay, and Frankie Fields.

From Fiume

A VESSEL calling to mind one of the after-war territorial controversies was the *Grof Tisza Istvan* recently in this yard. Her home port is Fiume and sight of her recalled stories of D'Annunzio, the impetuous Italian poet, and his struggles to win this city for his country.

According to officers of the *Grof Tisza Istvan*, the Italians want control of Fiume because of its great commercial advantages, although the majority of the citizens lean toward the Slavic countries. The officers declared that in their opinion settlement will find Fiume a free city, but the fact that the controversy is still "in the air" added to the romance and the interest in this vessel.

Can't Beat 'Em

THE resourcefulness of the men in our yard was illustrated when fire damaged the home of Jim Scully, Driller in the Hull Department, to the extent of $5000. It was covered with only $900 insurance. Scully rebuilt the house himself, doing all the carpenter and electrical work, the pipefitting and plumbing alone, and he now has a home fit for a king.

No husband ever needs to be suspicious of the wife who is suspicious of him, for she will give her whole attention to the business of watching him.

Second Outdoor Show

THE second in the series of outdoor entertainments given by the Employees' Association was held in the open space back of the Main Office, Wednesday evening, July 13, and it was declared by many an improvement over the old site because of the absence of noise from the shops and dry docks.

Roberts and Fay, Comedy Acrobats, opened the show with hair-raising stunts on tables and chairs. Gene Lehman, who looks like Fatty Arbuckle, followed with the song, "Ain't We Got Fun?" and parodies. One of the special hits was Jean and Myrtle Conroy in jazz songs, including a "daddy number," sung to Mr. Hanbury in one of the office windows.

Love and Schenk, who delighted the boys in one of the indoor meetings, sang again, "I Found a Rose" and other selections, winning a great hand. The closing number was the Gertie Miller Blackface Trio in songs and dances, whooping it up snappy for the grand finale.

Clancy gathered a fine jazz band for the occasion and furnished the musical part of the program. One of the features of the evening was raffling off two $5 gold pieces which were won by Capt. Kirby and B. E. Barnes.

Gift To Hospital

THANKS to the Employees' Association for a gift of $250 to the Medford Tuberculosis Sanitorium is expressed in the following letter from Franklin S. Tomlin, Secretary and Treasurer:

"On behalf of the Medford Tuberculosis Sanitorium I wish to acknowledge your generous donation of $250 for which we are very thankful.

"If any of your members, their families, or any of their friends have or become afflicted with tuberculosis, which we hope not, get in touch with your Mr. Benner and we will see that they are properly taken care of 100 per cent. absolutely free of charge. We believe that we are the only 100 per cent. free of any charge institution in Greater New York.

"Again we assure you of our deep appreciation of your co-operation."

Great Game Cancelled

THE Shipping Board Auditors baseball team challenged the Morse Billing Department for a game to be played June 25 at Prospect Park, but the Billing Department aggregation developed so rapidly that a couple members of the challengers declared it was too hot weather and called off the game. Great disappointment reigned in the Billing Department camp.

BE sure to send in Vacation Snapshots for the September number of THE DIAL. A prize will be awarded for the most interesting picture.

A Knockout

FAST boxing was the order of the evening in the bouts at the monthly entertainment of the Employees' Association in the yard July 13. Sol Manus opened the show with a slashing four-rounder against Joe Mate. The latter was more experienced, but his rival was very clever and a hard puncher.

Henry Mick stopped Al Dorsey in two rounds, Dorsey's seconds throwing a towel into the ring. Young Butch, the human jumping jack, responded to the shouts from the spectators by knocking out his opponent, Kid Conners, in the third round.

The feature of the evening was a smashing four-round go between K. O. Ryan and Dutch Zimmer. Ryan refused to go down under his opponent's terrific blows and Zimmer had his hands full throughout the affray. The final was a fast four-round wind-up with Johnny Levein and Johnny Hepburn in the points with honors even.

Tales of Alaska

POPULARITY of Tex Rickard in promoting the Dempsey-Carpentier battle brought to light many interesting happenings of his earlier life from William Craig, Inspector, who knew the big fight promoter twenty years ago in Nome, Alaska.

Craig, who was a government auditor in Nome during the gold fever there, is a great admirer of Rickard and tells many tales of the tumultuous days in the great Northland. Always, he says, Rickard's fairness, courage, and coolness in strenuous situations, went with the ever-present cigar and cane, then as now a part of his personality.

Craig attended the fight to see again his old friend in the limelight.

Swindler Jailed

MORSE workmen who lost money invested in the Fermogas Company, Inc., were interested to read that Stanislaus Papp, president of the company, had been sentenced to from two and a half to fiive years in prison after he had pleaded guilty to grand larceny. Papp, who set up a plant at Second Avenue and 57th Street, Brooklyn, claimed to have discovered a substitute for gasoline and sold thousands of dollars worth of stock in his company before his invention was found to be worthless.

This may well be a striking lesson to exercise the greatest care in investing savings. It is far better to get a safe rate of interest in a bank or in sound securities than to risk all in a wildcat scheme promising big returns.

A man's backbone should be sufficiently long to keep him from sitting down when he ought to be on his feet going to it, and strong enough to keep him on his feet until he gets there.—*Selected.*

The smile is the same in any language.

Fatality on Tanker

THE danger of entering the tanks of oil carrying vessels before they have been steamed and declared safe by the company chemist was brought to the men in the yard with terrible force on May 20 when Patrick Staunton met death on the tanker *George G. Henry*. It is understood that he was making his way down into a compartment between two tanks when he was overcome with gas and fell to the bottom of the ship.

So anxious were the other men to get him out that several would have gone into the compartment without protection had they not been held back almost by main force. Joe Henderson of Mr. Hallock's staff started to go down the ladder and became partly overcome, but managed to get back to safety. Joe Tippel, Boilermaker, also tried to go down, but was compelled to return. Then Charles Hallock, holding an airhose to his face, made his way down far enough to see that Staunton was dead, and with the help of Edward Fisher of Mr. Hallock's staff, brought the body to the deck. A pulmotor was used and Miss Jensen of the Hospital Staff tried every way of reviving him.

Patrick Staunton was an Outside Machinist and was popularly known throughout the yard as "Paddy." He was an ambitious and enthusiastic workman, well liked by all. He leaves a wife and three children.

And Yet Again

IT'S funny the variety of ideas still existing on the purpose of the nickel deduction from the pay envelope each week. We have repeatedly stated that it does *not* pay for THE DIAL, that our monthly magazine is given absolutely free by the company to all employees.

The nickel deduction is for the support of the Employees Association, and the additional nickel sometimes deducted is for relief work among employees in need.

An idea entirely new to us in regard to the much-mooted nickel-a-week was expressed the other day when an employee told F. O. McQuaid, Insurance Clerk, that he thought the nickel-a-week deduction was for insurance. The insurance is a good buy at twenty cents a week for $7 benefit in case of accident or sickness, and we urge all to so protect themselves, but this is a voluntary deduction arranged with the Insurance Clerk at the Employment Office.

Neither insurance nor THE DIAL should be confused with the nickel-a-week deduction which has been voted for by the Association.

Greetings From China

THOMAS JOHNSTON, formerly in our Electrical and Pipe Covering Departments as well as a member of the Morse band and quartet, recently sent a card from Shanghai, China, to Tom Plunkett of the Employment Office. He recalled old times and wished to be remembered to the boys in the yard. He is now a member of the band and quartet on a steamship making Oriental ports. His message follows:

"Friend Tom, I suppose you will be surprised to hear from me in China. I am with a band and quartet and I have to give credit to you and the Morse Dry Dock & Repair Company for starting me out in the Old Quartet. Do you remember? I am still playing the banjo. Give my best regards to the Electrical Department and the Pipe Coverers."

WE need several more baby pictures to make up a kindergarten page for the next issue. Send them to The Dial early.

A Legend

(The following legend hitherto held a dark secret is given to The Dial for its printing and is said by its author to be true, except what is fiction.)

MANY years ago a party of explorers made a trip into the wilds of Asia and India for purposes of discovery. They traveled across the sea, loaded their baggage on donkeys and journeyed far into the interior.

The leader of the party was a handsome young adventurer called "Joe" and known far and wide for his daring. Among the other scientists present were "Uncle Tom," the man who discovered Elizabethport; Prof. "Johnnie" Nallon, the geologist who tried for years to convince the public that there were coal mines under Scranton; Sir "Al" Simondinger, the silver-tongued tenor whose voice the phonograph has preserved for posterity; "Jack" Warren, the well-known naturalist from Harvard; "Scrap-iron George," the grizzled old warrior from the Bronx; and last but not least "Fat" Brennan, affectionately called "Speed" by his many friends, and known as the terror from Roseland.

One day, while making their way laboriously up the side of a very high mountain, "Uncle Tom," being somewhat short of breath, frequently held up the party until he caught it again. This provoked Prof. Nallon, who was for pushing on to the top without a halt.

"Oh, come on," he said fretfully to Uncle Tom, "You are forever resting."

Joe, overhearing the remark, thought that would be a good name for the mountain, so he named it "Mt. Everest."

Another day the explorers were in a particular wild desolate region when they were suddenly surrounded and made prisoners by a band of natives. Then they were carried back into the hills to a native village and tied up securely. During their stay, they were given a very unpalatable drink called "Haigunhaig." "Uncle Tom" especially disliked this concoction and kept looking around until one day he saw the natives pounding some berries between two stones and pouring the powder into boiling water then drinking the mixture. Finally he asked for some and liked it so well he inquired the name of the drink. They said it was "Cophe."

There were some very large birds in that region and it was the season for laying their eggs. This interested the natives for they at once began gathering the eggs. Keeping their eyes fixed on the horizon they would point out each bird as it alighted and yell excitedly, "Him-a-lay-a, him-a-lay-a." Joe thought that must be the name of the mountain range and so he has called it ever since "Himalaya Mountains."

Soon after this, "Scrap-iron" gnawed through his companions' bonds, they in turn releasing him, and the whole party escaped during the night, but not until after "Uncle Tom" had secured a sackful of "Cophe" berries, proof of which may be seen in the garden in front of the Hull Department office. Moreover, "Uncle Tom" continues to enjoy and treat his friends on this delightful beverage.

Urges Insurance

A strong plea for the men in the yard to fortify themselves and their families against need in case of accident or death by taking out insurance, was made by President McGuirk at the meeting of the Employees Association, April 27.

He cited the cases of men dying suddenly without leaving enough money to pay burial expenses. One man recently died, leaving a wife and one child and another, a wife and six children, he declared.

In these cases, President McGuirk said men in the yard chipped up and helped the best they could, but it was all too little and furthermore, it was unfair for an able bodied working man to leave his family in such a state when by paying a few cents a week for insurance, he could make sure of a sum of money in case of the unexpected happening.

"It is unfair to the men" said President McGuirk, "to expect them, often none too well off themselves, to come across in a time like that when it is so easy to avoid such a situation by taking out insurance."

Justice For Children

FRED LANGE of Bedford Hills, N. Y., sends the following clipping from the North Westchester Times, which he asks us to reprint, showing as it does a real move for greater justice from landlords to families with small children, a long felt need.

"Landlords cannot bar small children. Throughout the State of New York all landlords who refuse to rent, or make any discrimination in renting an apartment to a family beause there are small children in it, will be guilty of a misdemeanor under the provisions of a new law. Gov. Nathan Miller has signed the bill drawn by a New York City legislator, Senator Nathan Strauss, embodying those provisions. For years it has been the practice of certain landlords to refuse to rent apartments and houses to a couple with children."

On Winning

Charles McGonigle, 4924 Third Avenue, sends the following admirable little poem written from memory after reading it in Railroad Men's Magazine. We are glad to print it for the fine message it carries.

1.

It takes a little courage
And a little self-control
And some grim determination,
If you want to reach your goal.
It takes a deal of striving
With a firm and stern-set chin,
No matter what the battle,
If you're really out to win.

2.

There's no easy path to glory;
There's no rosy road to fame;
For no matter how you view it,
Life's no simple parlor game.
Its prizes call for fighting,
For endurance and for grit,
For a rugged disposition,
And a don't know when to quit.

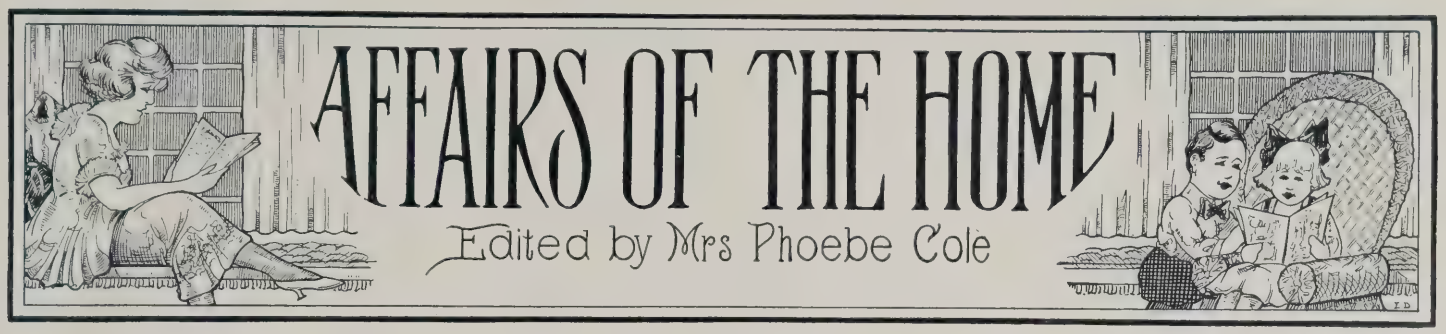
3.

You must take a blow or give one.
You must risk and you must lose;
And expect that in the struggle,
You'll suffer from a bruise.
But you mustn't wince or falter,
If a fight you once begin,
Be a man and face the battle,
That's the only way to win.

OUTDOOR SPORTS

By Edwin E. Donnelly, Dial Cartoonist

THAT'A BOY MAE—
C'MON GIRLIE KICK YOUR FEET AN SWING THOSE ARMS, JUST LIKE YOU WERE RUSHING INTO A BARGAIN SALE, THAT'S THE STUFF YOUR SWIMMING NOW—
SWIMMING INSTRUCTOR
MRS. F DALEY
"SAY-GIRLS TELL 'EM TO FILL UP THE TANK I GUESS I HAVE SWALLOWED HALF OF IT SO FAR—"
OMYOMY IF THE BUNCH AT THE OFFICE COULD SEE YOU NOW
MISS HAYES
MISS BRADY TAKING HER SWIMMING LESSON AT MANHATTAN BEACH POOL.
N.Y.N.H. & H
O-BOY AIN'T WE GOT FUN
TRAIN FOR SPRINGFIELD, MASS
CHAS. SCHULTZ OF THE PIPE SHOP WAITING FOR A BITE ON HIS FISHING TRIP DOWN AT ROCKAWAY POINT
GUESS THESE FISH ARE ON STRIKE TO-DAY—I'VE BEEN SITTING HERE EIGHT HOURS AN I AIN'T EVEN SMELT ONE.
MRS. J. KELTZ (FORMERLY MISS BENDIKSEN OF OUR STENO. DEPT.) AND HUBBY ON THE "LOVE SPECIAL"
"THINK YER PICK'IN ON SOMETHING SOFT-EH-? I'LL SHOW YER—"
"BOY'S WE'RE HEADING FER THE SHORES OF CANARSIE."
"HEY—CAPT I SMELL SMOKE IS THE TUB ON FIRE"-?
CAPT LAWSON
DAVY JONES
"MAN OVER-BOARD"
J. MULLANEY
B. CANNING
SCOTTY MENZIES
"SAY TOM LET'S MOVE—THERE'S NO FISH AROUND HERE."
C. HENSON
TWO SARDINES
I'LL TELL THE GANG PLUNKETT IS A BETTER MAN THAN I AM TO FIND A LARGE PITCHER OF MILK ON THIS TABLE
THE MILK
THERE'S NO MORE MOSQUITOS ON LONG ISLAND, FOLKS, JOE LOWE KILLED THEM ALL DURING HIS VACATION AT E. QUOGUE, L.I.
TOM LAWSON TAKES THE BOYS FOR AN OUTING IN BEAUTIFUL CANARSIE BAY ON HIS SPEED BOAT THE DAVY JONES
JIMMIE WELDON SPENDS HIS VACATION AT EDEN GLEN
JIMMIE MACFARLANE AND FAMILY ARRIVE AT THEIR BUNGALOW IN THE ADIRONDACK MTS. TO SPEND THEIR VACATION
"YES—YES BY HECK, IT MUST BE KIND'A HARD TER LIVE DOWN THAR IN THE CITY THESE HOT DAYS—AN' YER. SAY THAT WHERE YER WORK THEY HAVE DRY DOCKS, EH-? WELL I SUPPOSE PROHIBITION IS THE CAUSE OF THAT— YER'NO STRANGER I'M COUNTY SHERIFF IN THIS PART O' THE COUNTRY AN' I'LL FIX YER UP WITH A LITTLE SOMETHING BEFORE SUN-DOWN OR MY NAME AIN'T HIRAM HOOSHIER—"
MRS. MAC
"JAMES, BRING UP MY HAIR-PINS, YOU'LL FIND THEM IN ONE OF THE TRUNKS RIGHT AWAY—!!
SCHOOLA MOUNTAIN
CAMPBELLS SOUP
ROLLED OATS
BEANS
RAISINS
SUGAR 'N YEAST
LIVERWURST
"NAW—I DON'T MIND THE BIG GUYS, THE BIGGER THEY COME THE HARDER THEY FALL, I LIKE THE LITTLE GUYS THOUGH I WANT ACTION. YER'NO ME, AL SPEED" "THAT'S DA STUFF"
"LADIES AN GENTLEMEN—I WISH TO INTRODUCE TO YOU CAPT. KIRBY OF THE SUB-MARINE BOAT "SAY-WHEN", HE IS THE CHAMP OF THE TOW-BOAT OFFICE, FOLKS; AN THE PRESENT TITLE-HOLDER OF THE BANTAM,—FLY,— LIGHT- HEAVY WEIGHT, AN 14-2 OTHER WEIGHT'S OF THAT OFFICE, NOBODY DISPUTES HIS CLAIM TO THESE TITLES OUTSIDE OF DAVE ROCHE. HE NOW ISSUES A CHALLENGE TO THE WINNER OF THE NEXT BOUT TO BE HELD IN A FEW MINUTES—"
GEO. DREW
BUCK OF THE PIPE SHOP WALKING AROUND THE SHOP AT NOON-TIME TRAINING FOR HIS BOUT WITH CHARLIE BURKE.
CAPT KIRBY LOOKING THE CROWD OVER AFTER WINNING THE DRAWING FOR A FIVE DOLLAR GOLD PIECE FROM THE EMPLOYEES ASSOCIATION.
WOOPING IT UP AT THE JULY ENTERTAINMENT OF THE EMPLOYEES ASSOCIATION
I USED TO BE FAT ONLY IN PLACES BUT IT'S ALL OVER NOW
O WHERE CAN MY SWEET DADDY BE-E-E
"O-O-O-O-O-O"?
YOU SURE SHAKES A MEAN PAIR O' KICKERS GIRL— DA-DA-DA-A-A-A—
DA-DA-DA-A-A DA-DA-
I FOUND A ROSE IN THE DEVIL'S GARDEN
E. DONNELLY



Well Bred Garbage Pails

PERHAPS you didn't know there *was* any such thing?

Well, there is.

Garbage pails, like babies, are all perfectly good when they are brand new. It takes careless or ignorant adults to spoil 'em and teach them bad habits, such as fussing and demanding to be trotted, as in the case of babies, and "smelling to heaven," as in the case of garbage pails.

Perhaps your idea of a garbage pail is something unfit to appear on a nice, genteel home page. Well, *that* kind of a pail that you're thinking about isn't fit to be either on a home page or in a home.

But the right kind of a garbage pail—the clean, shining, sweet-smelling garbage pail, the kind mentioned in the title, is as respectable and friendly as the coffee pot or the carpet sweeper.

If your garbage pail is—well, *not* well bred now, scrub it violently with boiling water and soap powder and salsoda—using an old broom with a long handle. Some housewives may need a very long handle. Scrub and rinse and scrub and rinse, until every bit of grease and dirt and smell has vanished.

For hearken ye, my sisters; it is the grease that holds the smell, for grease absorbs every article of odor. You know yourself how the butter will take up the odor of cheese or cantaloup or fish stored in the ice box beside it. Well, in the same way, the coating of grease on the garbage pail soaks up and holds the various odors of coffee grounds and fruit skins and everything else that goes into the pail.

The secret of a sweet smelling pail is never to let any grease touch the metal, also, to have all garbage as dry as possible before putting it into the pail.

Keep a sink strainer or collander in one corner of your sink while preparing the meal and scraping up afterward. Then, when all the things to be thrown away have been collected, spread a newspaper on the kitchen table, dump the contents of the sink strainer in the middle of the paper, and wrap up this dry garbage. Always keep your garbage pail lined with newspaper, and the almost-dry packages which you deposit in it several times a day will not soak through very much. At any rate, no grease will get to the metal.

After the pail has been emptied for the day, line it with fresh dry newspapers, if the pail is dry. If damp, scald out and let it get dry before lining with fresh papers.

All this takes only three or four extra minutes a day, and those minutes are surely a cheap price to pay for an odorless garbage pail.

If you keep your sink pipes free from grease by pouring down a gallon of boiling water with soda or soap powder once or twice a week, you can safely trust your coffee grounds to the sink and not the garbage pail without fear of clogging the drain pipes. As coffee grounds have a very strong odor, it is just as well to keep them away from other garbage. I myself have thrown the coffee grounds into the sink and washed them down for ten years in one house, and the only time my sink was ever stopped up was when a Finnish maid, who had a lovely complexion but no knowledge of domestic science, poured some lamb drippings down the drain one cold January day. But nobody could blame the coffee grounds for *that*.

Hurry Up Cake

¾ cup sugar
1½ cups sifted flour
¼ teaspoon salt
2 teaspoons baking powder
¼ cup shortening (any good cooking oil)
1 egg
¾ cup milk
1 teaspoon flavoring.

Sift dry ingredients together. Drop egg into shortening, stir together, and dump into the dry mixture which should be in a good-sized mixing bowl. Stir, then add milk and flavoring—the flavor should first be added to the milk, and the milk will then take it evenly into all parts of the dough. Stir thoroughly, and bake in well greased and floured cake tin, about 45 minutes in moderate oven.

Mock Caramel Cake

2 tablespoons butter
1 cup brown sugar
½ cup nutmeats chopped coarsely or broken.

Spread the butter in a large pan, either a cake pan or a frying pan with handle. Sprinkle the sugar and nuts over it evenly and set aside. Mix a plain cake batter—the one given above, or any other you prefer. Spread the cake dough over the mixture in the pan, and bake in moderate oven. When done turn the cake upside down, and you will find it already iced.

Toes Straight Ahead.

Anyone who habitually toes out puts a great strain on the arches of the feet and runs a great risk of having flat feet. The toes should be pointed straight ahead in walking and standing. Flat feet may be corrected or helped if taken care of in time, but it is better to apply the remedy in advance of the trouble.

Don't Slouch.

Slouching, whether in sitting or walking not only gives a poor appearance but crowds the lungs. Try sitting and standing "tall" at your work and note the difference in the length of time before the body tires of the position.

Picnic Donts

DON'T dress up for picnics, that is, not all the way up. You can have twice the fun in simple, durable things which can't be hurt by spilled things and spots, mud, sudden rain, and crumplings.

Don't put everything you ever heard of to eat into your picnic lunch box or basket. Food is a grand and glorious institution, but a mixture of seven kinds of sandwiches, three kinds of cold meat, two kinds of salad, potato chips, pickles, fruit, ginger ale, lemonade, ice cream, hot coffee, and ten pieces of cake is—well, sometimes one doesn't enjoy the rest of the picnic so much, and the rest of the night at all. A hearty and delicious lunch everybody wants and needs and should have, but don't abuse your poor tummy. Let *it* enjoy the picnic, too.

Don't expect the children to act like little white and gold angels on the picnic. Be prepared to have them very excited and noisy with anticipation from the moment they are awake, and steel your grown-up nerves to let them be excited and noisy on the picnic. That's the way they show their pleasure in the outing. The mother who nags and scolds her children on a picnic, and makes both them and everybody else on the outing unhappy, ought to be—well, locked up at home, to say the least.

Don't stay too late. You'll have another picnic, you know, if you don't wear yourself out on this one. Remember, there's a tomorrow, and you won't enjoy it if you wait till the last crowded train to go home.

Take Safe Water For Picnic Lunches.

While the outdoor picnic lunch is an excellent thing from the health standpoint, a word of warning should be said regarding the use of water from wayside springs, brooks or even farm wells. The former, except in very isolated regions, are almost sure to be dangerously polluted, while the farm well is often situated too near a privy or barnyard. The only safe rule is to carry an adequate supply of water from a source known to be pure.

Take Care of the First Teeth.

Because the first teeth are only temporary, many parents fail to have their children go to a dentist. This is false economy. Every child should go to the dentist at least once in six months. It costs little and is a good investment.

Flies Fetch Filth to Food.

Flies breed in manure. They feed impartially on filth or food. Thus the infection is easily and quickly carried by this insect. Protect food from flies.

The Editor's Mailbag

(Editor's Note: We are glad to print herewith a letter from a man in the yard who feels that he has a grievance, and we wish to heartily commend him for sending it, for it is one of the important purposes of THE DIAL to clear up misunderstandings. When it was decided to hold the outdoor meetings of the Employees' Association, it was found that it would be impossible to accommodate both grown people and children, and a large number of children would be difficult to control safely, so the Board of Directors voted to exclude children from these meetings. Our correspondent, whose name we are withholding at his request, complains because this rule has not been enforced upon all alike. We have taken up the matter with officers of the Association and they heartily approve of this criticism. They say there has been no intentional favoritism, but say it has been difficult to enforce the rule in all cases. Hereafter, however, they promise it will be enforced upon all alike. Here is the letter):

"Editor of THE DIAL:

"Recognizing THE DIAL as a medium of opinion of the members of the Association and a means of expression, I assume a bit of criticism will be in order.

"There is a rule of the Association that no children are allowed at the monthly meetings, which I heartily approve of as they take up room needed for the members at the show. But I would like as a member to see the rule enforced on all members alike and not draw a line of demarkation and allow only certain members to take their children, mostly children from the office force and a few favored members in the outside departments.

"Now, if we are going to have an Association, let's have a red-blooded one built on a foundation of equality. I stood by the Main Gate at the meeting of July 13 from 7 to 7:30 o'clock and saw ten or fifteen children go in with their guardians. I live just around the corner and my son, 12 years old, came around and I assumed I could take him in, but I reckoned wrong. As I started to enter, several majestic hands were raised and I was told it was verboten. I called the guards' attention to two children a short distance down the runway, but was told they were off a ship. Now I don't know of any ship in the yard with two children eight and ten years old on board.

"Entering alone, I counted twenty-eight children, ages ranging from eight to twelve years. I say, why not have all members treated alike? Small things like these tend to create an ill feeing because of a lack of a square deal.

"I called the attention of one of the officials of the Association to the matter at the time. He claimed he was sorry, but it was a rule of the Association and would have to be enforced. Very good, but why pick out a few to enforce it on? Why not all?"

Frank Richards, formerly a Pipefitter here, writes to friends in the yard from his new home in the Berkshire Hills. He has bought a combined farm and summer camp colony and reports that he has a wonderful place. It is called Eden Glen and is situated at a high altitude in Washington, Mass. Facilities are available for all kinds of sports, including dancing, bathing, fishing, tennis, and hiking. He says it is a great spot for rest and quiet up there in the hills.

HARD KNOCKS comes to ev'ry guy. Darned good thing, too. If it warn't fer Hard Knocks, we'd all be putty-livered, knock-kneed, nambly-pamby, good-fer-nothin' gazabos with a vacuum dome an' no meal ticket.

Yessir. Hard Knocks is what puts the old K. O. sign on the no account, tags 'im proper, an' drops 'im deep in the desert of discontent.

But the real guy. Ah there, me lad. Hard Knocks is what gives 'im the old punch to knock 'em dead. Harder they come, better he likes 'em. Watch 'im climb!

Don't let old Hard Knocks put you out. Buck up,—and come back hard. Keep your nerve and you've got the world by the tail.

I'll back you fer a winner, me lad, if you just keep your nerve an' the old punch.

Editor of THE DIAL:

Dear Sir: I enjoyed my copy of the MORSE DRY DOCK DIAL for more than two hours the night I received it and I cannot help looking it over again and again. I am sure your Apprentice School courses are more practical than any I've seen before. It is a great thing for boys at that age to receive practical instruction from workmen as teachers. I was very much surprised to learn that any company would take the time and trouble to get out a publication like THE DIAL for its employees.

Warren W. Hatch,
304 Argyle Road, Brooklyn.

Editor's note: Mr. Hatch was one of the members of the Brooklyn Engineers' Club who recently visited our yard. We welcome his interesting comment on the impressions gained of two of our institutions as it reflects the views of one who is in no way connected with our organization.

Rathbone, "We ought to have a fan up in the Drafting Room. It gets sticky up there these hot days." George Keenan, "We've got only one fan down at our place." Rathbone, "You've got a fan in your office?" Keenan, "Yeah, a baseball fan."

Picnic Postponed

Out of respect for the workmen killed and injured in the gas explosion on the *S.S. Ardmore*, July 22, the picnic and outing scheduled for the following day was postponed to August 13.

Acknowledgments

A DONATION by the Employees Association to aid the family of Louis Fisher, 5306 Snyder Avenue, during his recent illness brings the following letter from Mrs. Fisher addressed to F. O. McQuaid, Secretary of the Relief Committee: "I want to thank you and the members of the Employees Association for the donation received during my husband's illness."

That the work of Miss Jensen of the Yard Hospital is appreciated in the homes of our employees is attested by the following letter: "Mr. and Mrs. Joseph Callahan wish to express their deepest appreciation for the kindness rendered by Miss Jensen during the time of their child's illness."

The sympathy of all went out to James Collins, Chief Engineer, on the occasion of the sudden death of his wife June 15. The appreciation of himself and family for expressions of sympathy from the yard were sent in a letter as follows: "James Collins and family acknowledge with deep appreciation the kind expressions of sympathy from the various departments, the Employees Association and individuals of the Morse Dry Dock & Repair Company."

Relief Work Report

FOLLOWING is the report of the work of the Relief Committee for the month of June. Amounts collected, June 7—$104.45; June 14—$102.10; June 21, $94.15; June 28, 81.60; Total $382.30.

Disbursements: No. 3545, wife died after long illness, children to be cared for, $50; No. 7600, off on account of illness, wife and six children to be provided for, $40; office, operation for appendicitis, $40; No. 1323, in hospital, wife and child dependent, $40; No. 314, died leaving wife and small children, $50; No. 21527, in hospital, $40; No. 20803, out on account of injury, wife and five children dependent, $40; No. 660, sickness in family, wife and six children dependent, $40; No. 30739, met with severe accident, wife and three children to support, $40; total—$380.

Treasurer's Report

THE following financial statemeut of the Employees' Association for the month of June is given out by Treasurer Mead: Receipts—Dues, $399.55; Insurance, $378.60; Relief Account, $321.95; Advanced Insurance, $42; Picnic Tickets, $34.25; Total, $1,176.35.

Disbursements—Manufactureres' Liability Insurance Company, $487.80; Advanced Insurance, $28; General Expense, $257.28; June yard meeting, $258; Relief Committee, $290; Picnic Printing, $66.85; Deposit Hall 1922 Ball, $10; Total, $1,397.93.

Bank balance, June 1, $1,956.46; deposited in June, $1,176.35; Total, $3,132.81; Disbursed in June, $1,397.93; Balance, July 1, $1,734.88.

Charley Kelly, Jr., and Fred Hanson have completed their Apprentice course and become full-fledged mechanics as well as receiving diplomas and $200 bonus.

John Wilson and George Cappola, Apprentices, have resigned.

Bryce Canning, Burning Department, lost a signet ring, initials, B. A. C., July 19. He offers a reward for its return.

Hidden Romance

WHO says girls can't keep a secret? Whoever did sure doesn't know our Office Girls. And a romantic one, too! Just think of it, "Miss Margaret McCarthy," a member of The Dial staff, married four years and we didn't know it.

Shades of Shakespeare and Walt Mason, please come and do it justice. Several Office Girls were in on the secret, we understand, but they kept it until July 2, when "Miss McCarthy" left her position in the Cost Department.

We were all set to write up a wedding, when lo and behold, we were informed that Mrs. Ray Carroll, nee Miss Margaret McCarthy, a bride of four years, was about to begin housekeeping.

You don't say!

Feliciations may seem a bit trite at this late date, but we give them just the same, wishing her all good things and lots of happiness. We shall miss, too, her breezy contributions to THE DIAL.

Wins Beaded Bag

MISS LOUISE ROEHRS of the Cost Department was the lucky winner of a beautiful beaded bag for which a drawing was held recently in the Main Office. The prize was valued at $50 and was made by a patient of Dr. Wynne of the Yard Hospital. Mrs. Waterman, Office Dining Room, had charge of the drawing for which 172 chances were sold, Chauffeur Doyle's hat was used to hold the numbers, and Mr. Allen held it while Miss Emily Casey picked out the lucky number. This proved to be "5" and Miss Roehrs, acclaimed winner, was showered with congratulations and admiration of her prize.

Help! Help! Help!

"WILDS of New York State, July 9, (by wireless). Car stranded in a beech tree. Send truck and tackle quick. Willis."

Such was the cry for help wirelessed to the Morse yard soon after Walter Willis started on his vacation, according to some of his friends. We understand that emergency relief was immediately dispatched, the car picked out of the tree, while its owner continued on his way. Had the vehicle in question been a *flivver*, friends would not have been surprised, for the versatile conveyance from Detroit is somewhat noted for its antics. Be that as it may, however, two dry docks and the motor fleet are always ready for any emergency.

Miss Bendiksen Weds

ON July 3, Miss Ragnhild Bendiksen, formerly of our Stenographic Department was united in marriage to Max J. Keltz of Springfield, Mass., at St. John's Episcopal Church, Brooklyn. She had been a member of the Morse family of workers nearly three years and her many friends here join in best wishes for her future happiness. She will live in Springfield, Mass., where her husband has a fine position in an automobile concern.

The Office Cat Says—

Miss Marian Hayes of the Estimating Department recently declared she is going on the stage.

It is reported that Joe Goldsmith and George Hunt of the Cost Department are going into the laundry business.

"Red" Olson, Office Boy, has been transferred from the Main Office to the Carpenter Shop.

For instructions in the "manly art" of blue stone breaking apply C. Constantine, Cost Department.

James Doremus of the Disbursement Department spent a delightful vacation in the Berkshire Hills at New Marlboro, Mass.

Miss Margie Sullivan of the Disbursement Department has returned from her vacation.

Atty. and Mrs. Stuart H. Benton vacationed in Great Barrington, Mass., during the July Fourth week-end.

It is reported that Charles Kelly of the Cost Department spent his vacation inspecting Chinese laundries and Moe Levy's new store.

Two rowboats disappeared from the pier the other day, but were later returned. It is reported that Joe McGivney, Cost Clerk, mistook them for his rubbers.

Mortimer Lifland, of the Drafting Department, has been granted a teacher's license by the New York City Board of Education and will teach the Wednesday afternoon class of Apprentices.

While on a pleasure trip to Old Point Comfort, Va., Frances Joan Daley caused quite a furore on one of the Cape Charles boats by trying to mix in with the white people. Frances does not believe in signs.

Miss Pierce of the Cost Department, it is said, is running in close competition with Dan Cupid and has already supplied sweethearts for Walter O'Brien and John Hall of that department. For bookings see Miss Pierce.

The Billing Department claims to have a coming heavyweight boxing champ in W. Dahlstrom, 210 pounds, 6 feet, 2 inches in height. His manager, George Brewer of the same department, is ready to match him against all comers.

Miss Mary Brady of the Cashiers Department spent the Fourth of July holidays at Tiverton and Newport, R. I. She says you can't beat the beauties of New England's wooded hills.

Famous says: "And no one seemed to know how it happened," Cy Seymour; "Fair enough," Goldsmith; "Well, after that," O'Brien; "What's your name," C. Kelly; "Up the dock," George Hutton; "From a scientific viewpoint," McCauley; "There's a story attached to that," Harry Rees.

Emil Peterson of the Disbursement Department has returned from his vacation.

George Hunt, Cost Department, is back after a two weeks' holiday.

Joe Lowe of the Employment Office has added to his accomplishments that of summer resort guide.

Frank McCauley of the Cost Department spent the second installment of his honey moon recently at Schenectady, N. Y.

It is reported that attractions in Ridgewood, N. J., claimed Jimmie Glynn of the Cost Department during his vacation.

Arthur Cornell and J. Goldsmith of the Cost Department spent their summer recess in Orange County.

The joys of country life attracted Miss Helen Brett of the Cost Department for her vacation.

George Bendiksen of the Disbursement Department is on his vacation at his bungalow in Oakland, N. J.

Friends say Miss Marian Hayes wants to get fat in order to fill her new knitted one-piece bathing suit.

Miss Travers and Miss Gatje go down to Manhattan Pool every night bathing, and report has it that both bid fair to rival Annette Kellerman.

Wonderment: Why do the Casey sisters stop at a certain Fourth Avenue drug store on the way home each night? It must be an attractive soda fountain.

—o—

Clancy and Joe Lowe of the Employment Office have discovered that they are old schoolmates and both are loud in praise of their Alma Mater.

Albert Schandl, demon Office Boy, is credited with "picking 'em right" in a portion of a photograph of a smiling damsel said to be his sweetheart and sent in by another office boy.

Joe Lowe of the Employment Office passed a delightful vacation at East Quoque, L. I.

Red Roach of the Carpenter Shop has a new war cry, "Twenty-five cent hootch."

Miss A. Rush, nurse in the Yard Hospital, recently left the employ of the company.

Gunboat Smith, formerly a Driller in this yard, was knocked out by Bob Martin recently.

Jim Foley, star handball artist of the Printing Department, is there with the fancy motion, say his friends.

It is reported that one of the Apprentices has been seen frequently turning rope for the girls during noon hours.

Jim McGarry, former pitcher of the Morse baseball team, is now playing for Daytona in the Southern League.

C. Fullerton, star pitcher of the Hull Department team two years ago, has signed with the Boston Braves.

Some class to Hughie McQuillan riding around Brooklyn in an automobile. Who owns it, Hughie?

Among the noted men in the Morse yard is Joe Cahill, snapper for the Chippers and Caulkers, who was auto mechanic for Barney Oldfield and Ralph de Palma.

Thomas Rive, formerly a deck hand for a ship salvaging company, recently joined the Apprentices and was assigned to the Sheet Metal Department.

Jimmie O'Gratty, formerly of this yard, is boxing well. He is only 19 years old and Billy Burke predicts that he is going to be middleweight champion.

"Turning corners properly with your auto, in the road test is very important," says Clancy of the Employment Office. Ask him why he didn't get his driver's license.

In that part of Scotland Charlie Menzies comes from, it is reported that when a man cuts a gash in his head, his mates put a tourniquet around his neck to stop the blood.

Burner—"Look out, here comes MacFarlane." Newly hired Burner—"Who the Hell is MacFarlane?" First Burner—"What, don't you know MacFarlane? He's the guy that put the O. K. in Oklahoma."

Once more Tom Cavannaugh raised the flag on the big derrick at the head of Dry Dock Number Two in honor of a great event, this time on the raising of the *America*, the largest ship ever lifted on a floating dry dock.

A group of twelve boys, graduates of School 116, Brooklyn, recently visited our yard under the guidance of their principal and Joe Lowe of the Employment Office in order to supplement their school training by a glance at an industrial plant in operation.

Did Capt. Kirby get the shore dinner from Scotty Menzies?

Patsey, the porter, spent a very pleasant vacation at Long Beach.

Bob Pira remarks: "I have had no *soap* since last night and then I worked only until midnight."

MacFarlane says Tom Cavanaugh has been initiated into the Order of Warriors with the title of Sitting Bull.

Toby Mellen of the Chippers and Caulkers, has gone to Three Rivers, Canada, according to report. Men in the Hull Department extend best wishes.

Charles Henson of the Burners is back from a two weeks' vacation spent at his summer home, Second Avenue and Fifty-sixth Street.

The Welding Department offers a reward to any man who has seen Jack Warren, Hull Department, leave the yard at 4 P. M.

Howard Canning of the Welders has taken the contract for welding 4000 holes in Thomas Lawson's motor boat, "The Sieve."

John Wixted of the Burners, who surveyed the bottom of Newton Creek, is looking for a diving outfit to search for missing cylinders.

James MacFarlane says Billy McEwen's complexion has improved since he began taking buttermilk. Pat Feeney is going to try it.

All were glad to welcome Charlie Hallock, Superintendent, back to the yard after several days absence due to an attack of ptomaine poisoning.

Boys in the Hull Department think Chris Monk ought to have plenty of hootch made, as a store right in his block, sells hops.

Kenneth Craig, Jr., son of Kenneth Craig, Estimator, is following in his father's footsteps. He recently became an Outside Machinists helper, coming here from a position in a bank in New York.

Dr. William Travers, brother of Miss Mary Travers of the Executive Office, recently paid a visit to friends in the yard. He formerly worked here in the Hull Department and in the Hospital. He is now a full-fledged M.D.

John Powell, the Dry Dock Poet, and Tom Furlong, both of whom delighted Dial readers in past years with contributions to these pages, have left us and we want someone else in the yard to fill their places. Who will volunteer to write a column of funny stuff for THE DIAL each month?

Step into the Babbit Room of the Machine Shop and see Mutt and Jeff at work.

Jimmie Weldon, Assistant Timekeeper, has returned from his vacation spent at Eden Glen, Washington, Mass.

Pie Plate Jones of the Machine Shop is all fixed up in his new tool crib. Some class to him now.

Irvin Ash, Machine Shop, is sore. He says he hasn't put a dollar in the bank in two weeks on account of the hard times.

Varying reports in the Machine Shop have it that Ben De Bar is out west as a cowboy and at sea as a port light engineer.

If Jerry Galligan would stop singing in the Machine Shop during the dinner hour, Mulligan and McQuillan might be able to get their sleep.

"Red" Roach of the Carpenter Shop recently fell in a puddle of water while at work and got his new pink shirt all wet.

Members of the Hull Department report that four seconds after Jack Dempsey knocked out Carpentier, their flag was flying to the breezes in celebration of the victory, having received the returns by radio phone.

Walter Riley, formerly of the Hull Department and who was gassed during the St. Mihiel drive, recently visited friends in the yard and reported he is now engaged in the trucking business.

J. S. Kavanagh, Company Chemist, has lost the hour hand of his watch. Does it worry him? Not at all. As long as his watch tells him the minutes, he says his stomach will tell him what hour it is.

Hen Crist is trying to sign up as pitcher for the "Howards" Willie Wolber, formerly a Driller in the Hull Department, who has been pitching great ball this year for the Ridgewoods and the Parkvilles.

Several boys in the Machine Shop helped Robert Pira celebrate his silver wedding anniversary recently. During the festivities at his home, he entertained with violin and refreshments and all voted him a regular fellow.

F. Naish, Electrician, who sailed on the *America*, her first voyage to Europe under the U. S. Mail colors, wrote to Joe Lowe of the Employment Office from Bremen, Germany, reporting a fine trip across.

During a heavy electrical storm, Bill Dowd, janitor in the Sheet Metal Building went into the Chemical Labratory to close the windows. In the gloom he fell over a roll of wire just as a sudden bolt of lightning flared through the room followed by a terrific crash of thunder. He thought he was hit and yelled for help, as did George Kennedy, Elevator man, who heard the fall.

Burner Bill Takes A Chance

Snapper—Say, Bill, the boys will be buying you flowers if you don't put that hose in back of you. Some of that hot metal will fall on it and up she'll go.

Bill — Don't worry about me, brother. I'll take care of that.

Where does that ash can get off telling me how to work this job? I can't waste time now moving this hose. I want'a get through this morning so I can take the afternoon off an' see the Brooklyns play ball.

Bill disregards the warning and in the course of a few minutes he is *Lifted* from the job when the hose catches fire and explodes.

SAFETY FIRST!

Don't take a chance!
It doesn't pay.

By Edwin E. Donnelly

Bill gets the dope on the ball game all right, *but* not at Ebbet's field, and he'll be getting it this way for the rest of the season—IN A HOSPITAL BED.

A Triumph of American Skill and Service

The S. S. America

Views above are of the S. S. America leaving the Morse yard for her pier in North River a few days prior to sailing.

Spic and span with superstructure painted pure white and with red, white and blue funnels the America is a handsome ship.

WHEN the *S.S. America* recently sailed on her first trip she was one of the largest and most luxurious ocean liners flying the Stars and Stripes.

To Morse Service must go the credit for the completion of this, the most stupenduous ship reconstruction contract ever awarded.

When work on the original contract was nearly completed, new immigration laws made it necessary to change the specifications. Additional first class accommodations were installed with all the comforts and luxuries of a modern hotel.

The task, already difficult, called for almost superhuman effort in making these changes and yet Morse Service through the splendid cooperation of its master workers arose to the occasion and completed the work before the advertised sailing date.

The S. S. America may well take its place as one of the finest ships under the American flag and Morse Service takes pride in having served this ship and its owners, the U. S. Mail Steamship Company.

MORSE DRY DOCK & REPAIR COMPANY

Telephone: Sunset 5100 BROOKLYN, N. Y. ***Cable: Pyrosison, N. Y.***

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MOD

The MORSE DIAL

September, 1921

C. W. BAILEY

Dependable

By The Editor

A GREAT ship lies anchored in a windswept harbor. Black clouds begin to gather and the captain gives orders to make everything tight. Suddenly the tropical storm breaks in all its fury. Lightning flashes, thunder roars, the very flood gates are opened as rain pours down in torrents, and the gale sweeps across like a tornado.

The anchors grip deep into the ocean bottom and hold fast while the huge steel mass of the vessel heaves with the tremendous blast of the hurricane.

A scant half mile away, the white surf rolling mountain high, the sailors can see great boulders and caverns against the rugged cliffs opening and shutting from view like the jaws of some mighty sea monster.

Between those hungry cliffs and their prey are but two slender threads, the anchor chains straining almost to the breaking point with every heave of the great ship. Will they hold?

Carefully were they forged, every part of selected material, for they are no stronger than their weakest link. Carefully were they kept painted and free from eating rust. Now is the testing time. In the balance of their dependability are money and lives.

Men are like the anchor chains of that ship. They are dependable or else they fail in the test.

Dependability is the fulfillment of every right demand upon our time and ability; it is the friendship that does not fail in time of stress; the promise that is never broken.

The dependable man is the one who forges ahead in his life work. No matter what line of endeavor he may choose, he is sought out, for he is worthy of responsibility. Whether his boss is watching or not he does his best. He makes good in smaller tasks and moves on to larger.

In men as in a storm tossed ship dependability is necessary to success.

MORSE DRY DOCK DIAL

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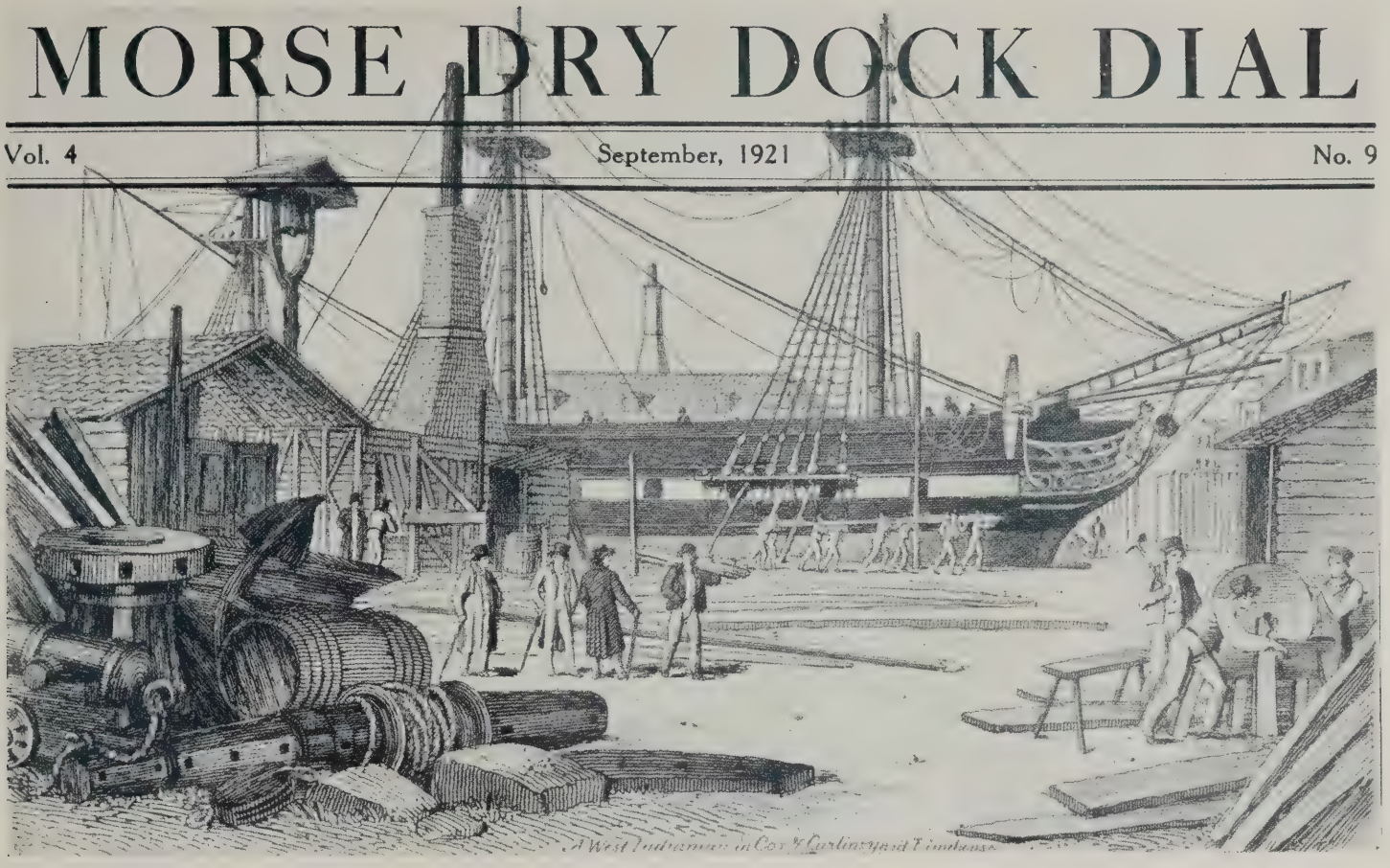

Figureheads Recall Bygone Days

IT IS A FAR cry from the old time elaborate figureheads on ships to the present funnel decorations and name emblazoned on bow and stern, yet such is the change through the progress of time.

With the passing of the sailing vessel, the clippers and square riggers, rarely now do we see those relics of primitive superstition, those mute pilots of the old windjammers breasting the Seven Seas. The coming of steel steamships with their straight lines and sharply defined efficiency in construction finds seldom now even a bow ornamentation. The name of the ship and the operating company's identification sign on the funnel alone is the faint reminder of bygone days.

The *S. S. New York*, now in this yard being completely overhauled and fitted up for New York-Danzig service, is one of the rare exceptions, for she carries at her bow an elaborately carved figure of a woman in white flowing robes. The figurehead, indeed, causes this historic passenger ship to stand out sharply among other vessels of the present day.

Of yachtlike lines and 517 feet in length, the *New York* is a graceful steamer and in spite of thirty years continuous transatlantic service, is still capable of eighteen knots. Built 32 years ago, she was one of the four liners operated by the American Line. She has been tied up since last fall and was recently sold to the Franklin Steamship Corporation to be run on the Danzig route by the Polish Navigation Company, following her reconditioning in the Morse yard.

The *New York* will continue to sail under the American flag in her new service and proudly bear her mute white-robed pilot beneath her bowsprit over the dashing waves.

But it was an old time sailing vessel, coming to this yard like a ghost from the past that brought most sharply to us the recollection of the days when the figurehead at the bow was as necessary as any other part of the ship, when without it sailors would not have dared to go out of sight of land.

The *Alejandrina,* for twenty years reefed in the Straits of Magellan, was salvaged by some Patagonia wool merchants during the stress for tonnage during the war. Loaded with a million dollar cargo of wool, she made her way safely to New York and while here was drydocked in our yard. She was truly a queer sight to us in this day with her great masts towering high above surrounding vessels, but perhaps the most sharply distinct reminder of her former greatness was the beautifully carved figurehead at her bow. That was the emblem which carried back to the customs and beliefs of the early sailormen.

Strange indeed were those old time figureheads and of unusual historic interest, too, for in them can we truly see the progress and change of the peoples of the world in their supersititions and beliefs.

With the early Egyptians more than 2000 years ago, the figurehead on their ships was a religious symbol to guard and protect those on board. Amusing stories are told of caring for the figurehead that it should not become angry and refuse to be a favorable influence for the ship and sailors.

By way of the early Greeks and Romans, the custom was at length carried to the regions of the North.

There the Norsemen felt they should worry about the superstitious powers of their figureheads. Rather they sought to frighten their enemies with horrible faces and forms. Consequently they were dragons and like beasts, wild-eyed and terrible.

In the Middle Ages came some of the most remarkable figureheads ever known. They became less horrible and more graceful and dainty, the bulging stomachs and red eyes giving place to beautiful maidens in flowing robes often continuing along the sides of the vessel in golden lines.

The days of our former greatness as a Maritime Nation were characterized by these figureheads of various kinds, and even today in some ship cemetery, forlorn and forgotten, may be seen a historic wooden goddess, that had weathered many a rough sea, expressive of a pathetic sort of valor and ready again to buffet the waves, but her day is gone and she lies rotting in a creek, only a relic of bygone days.

Thus do we read in the transitions of these strange old figureheads, the history and progress of the world. From the wild absurd superstitions of the ancients, through the greater enlightenment, yet almost constant warface of the Middle Ages, gradually giving place to more peaceful pursuits, blossoming at last into a new era in marine travel, that of the monster steam-driven, steel-encased merchant ships and floating hotels.

It is our privilege to play a big part in keeping fit these wonderful ships of the present day. Yet, is it not interesting to take a backward glance for a moment to see more clearly the progress? Then can we take up our task with new vigor and courage for increased accomplishment.

Truly are figureheads on ships an interesting study and an incentive to big things.

PICTURE directly above, showing a naval battle in an early Roman theatre, is an excellent example of dragons and other animals as figureheads on ships about the period 64 B.C. Figures A *and* B *at the sides are illustrations of the type of figureheads on the "clipper" ships about the year 1800. In the center above is the "S.S. New York," one of the few if not the only remaining steamship carrying a figurehead.*

Heads Two Departments

ARTHUR G. DAY, who has been Chief Timekeeper since being transferred from the Payroll Department about a year ago, has again taken charge of the Payroll Department in addition to his duties as Chief Timekeeper, so that he now heads both departments. In the Payroll Department, he succeeds Fred Dean, who recently resigned after holding the position for the past year. Under the new plan, Mr. Day has full charge of keeping account of the time of all Morse employees and preparing the data from which the pay envelopes are made up at the end of the week.

The Spirit Counts

ONE department in the yard not often in the spotlight, yet always on the job and deserving of much credit for its excellent work, many times under disagreeable circumstances, is the Labor Department. This body of Morse workers is one of the most versatile here, performing a remarkably wide variety of duties in and about the yard.

Among these is cleaning the ships before and after the other departments do their work, making sure that the ships leave the plant free from clutter and rubbish, as clean or cleaner than when they arrived. In the case of oil burners and tankers, the task of making them safe for riveting gangs is of no little importance.

This is always a very disagreeable job, going into the dark tanks and removing the accumulation of thick black oil and sediment, but it is necessary and the Laborers do the work with an excellent spirit of cheerfulness and thoroughness.

Other duties include chipping and renewing cement, scaling, red leading, painting, and many other lines of activity, for some of the men in the Labor Department are skillful with tools and quickly adapt themselves to whatever emergency arises.

"There is certainly a fine spirit among these men," says Willard E. Kapper, Superintendent of the Department. "They are not afraid to tackle any kind of a job, and if a bit of work happens to develop outside of hours, many times I have seen them take hold and do it without its costing the company a cent, as for instance unloading material during the noon hour or a few minutes after 4 o'clock. That's the kind of spirit that counts. Right on the job with a will all the time."

Truly this is another department in the yard doing its work with little noise and ostentation, but with ability and spirit that merits the highest praise.

It is the spirit that is going to bring back the days of industrial and economic stability. Co-operation and hard work is the medicine the world needs, and these men are helping to give it a dose.

Knights of the Darkness

MANY of us who work here only in the daytime do not realize the precautions taken for protecting the plant at night and fail to appreciate the care and watchfulness of the "knights of the darkness," the men who guard the property after we leave.

A ship repair yard is beset with more than ordinary dangers from fire and other evils, especially at night, and the importance of vigilant protection, "locking the stable before the horse is stolen," would be fully realized only in the disasterous results from a "take a chance" policy.

To Capt. Miller of the Night Guards is entrusted the supervision of this important work, and so quickly and smoothly does his organization function that few outside of those directly affected realize that it exists.

Every room in every building is visited by watchmen at frequent intervals all through the night. The Night Guards cover the yard, the piers and dry docks. No one can pass in or out of the gates without permission of the guards.

Some of the experiences of these "knights of the darkness" are like fiction stories with all the thrills and dangers of the unexpected and unknown. For many nights running perhaps nothing unusual will transpire. Only the monotonous routine and the readiness for any emergency. Then, suddenly, from out of the murky blackness of a rainy, disagreeable night will spring a series of fires or a succession of midnight visitors, calling for the full skill of our Night Guards and bringing out with sharp significance their importance.

Capt. Miller's duties are many and various. Not only did he initiate the system by which the watchmen can cover the plant most successfully, but at times he must be here, there and everywhere answering the demands of situations arising. Often, when trouble occurs, he has to find the cause, rout a midnight intruder, or lead the fire squad in quelling a threatening blaze.

Guard registering while on nightly rounds of his beat.

Photo by Morse Photographer

In addition to this phase of his work, he now acts as night superintendent of the yard. He has charge of the men on the night jobs, doles out supplies from the storerooms, and makes sure that everything goes smoothly.

Especially important is his work in an emergency. A ship in the yard or out in the stream runs into unexpected trouble, machinery broken or some other vital part seriously affected. A signal to the Morse yard and in quick time Capt. Miller has skilled men from the proper departments on the job. Repairs in time save further damage and the ship proceeds as though nothing had happened.

Capt. Miller came here two years ago after many years of service with the Remington Arms Company at Ilion, N. Y. During the war, he had full charge of keeping that great munitions plant guarded at night. Stories of enemies' activities in blowing up plants of this kind to hinder our war preparations, give some idea of the danger connected with the job.

He met every exigency, however, and not a mishap marred the record of his success. Coming here immediately after the war, the smoothly working organization which he has developed and the absence of disturbances are testimony of the ability he has shown.

Welding Experiment Is Success

MORSE workmen recently had the opportunity of viewing the results of one of their remarkable achievements in ship repairs when the *S.S. Curvello* came to the yard for drydocking and engine work. With the event goes a bit of a story.

At the outbreak of the Great War, the German steamer *Gertrud Woerman* was running between Germany and African ports. To escape capture by British cruisers, she altered her course on hearing of the beginning of hostilities and fled to South America, being interned at Bahia.

Later, Brazil entered the war and took this ship. It was immediately discovered that the German crew had done its best to wreck the engines, among other damage breaking the cylinders.

The Brazilian Government repaired the damage temporarily and sent the ship to New York to the Morse yard for permanent engine repairs. Here, in order to save the operators the expense of all new cylinders, our experts made an experiment of welding the old cylinders.

Thus it was that Morse workmen were interested to view the excellent results of their achievement which won expressed satisfaction from the ship's operators after enduring the stress of actual service.

The *Gertrud Woerman* is now the *S. S. Curvello* running between New York and Brazilian ports under the flag of the Lloyd Brazileiro Company. She has just inaugurated an excursion service which, according to her officers, is meeting with the highest approval and satisfaction of the passengers.

An orchestra on board and every effort to make for the comfort and enjoyment of the excursionists led to the presentation of a statement of their appreciation to the captain at the completion of the initial voyage in the new service. Among the noted personages on this trip were three South American ambassadors bound for Mexico by way of New York.

The *Curvello* is a twin-screw coal burner of 6,456 gross tons, 433 feet long, 50 feet beam and 31 feet in depth. She carries 300 passengers of which 94 are first class, 50 are second, and 156 third. Her crew numbers 140 and her speed is about 13 knots.

She is a parcticularly clean and attractive ship throughout, the sailors and officers taking exceedingly great pride in her. Early in the morning, every man jack of the crew is out washing down the decks, polishing the brass work until it shines, and making her as clean as a whistle.

The scroll trimmings about her stern mark her unmistakably as a former German ship, while the black hull and white band of the Lloyd Brazileiro Line and white superstructure make her indeed a striking picture.

Capt. Reis, Jr., it is said, enjoys the reputation of being one of the leaders of his class. All in all the ship is delightful and attractive throughout and speaks well for the facilities offered for travel on this route to South America.

Keeping Fit

A STRONG factor in keeping thousands of young men physically, socially and mentally fit, is the New York City Y. M. C. A. with its branches in various parts of the city.

An idea of some of the work the Y.M.C.A. accomplishes is brought out in the 69th annual report of the organization, a few items of which are: Over 669,000 attended social events, over 834,000 enjoyed comfortable lodgings, over two million meals were served, more than 2,500 attended Naturalization classes, more than 17,000 were enrolled in educational courses, employment was secured for 7,500 applicants, and the eleven libraries circulated 135,000 books.

Pictures Snapped at Association Frolic

At Right: Committee members who planned the Outing and helped make it a delightful occasion.

Below: Frank Falconer of the Hospital Staff and his friend, Pipe Major Angus Fraser of New York in kilts.

Clancy's Jazz Orchestra.

Upper Center: Cheerful youngsters from "Camp City." Young lady in white at left is Miss Mary Slater, who can sure throw a baseball. Several groups of Morse kiddies.

Pictures by Morse Photographer

Morse Outing Is Jolly Affair

LIKE a big family party,—which in truth it was—the annual outing and picnic of the Employees' Association at Ulmer Park, Saturday afternoon, August 13, was a happy gathering. While the crowd was not nearly as large as in past years, due in a great measure to the depression in the shipping business, nevertheless, those present seemed to have a fine time, entering into the spirit of the occasion with jolly good fellowship.

The picnickers began to gather soon after one o'clock for the afternoon games and races, a full account of which is given on the sports page in this issue of THE DIAL. Dancing, too, was enjoyed at intervals during the afternoon by the enthusiasts of this sport.

Children of the Morse family of workers were especially in evidence, frolicking about and entering into their games with zest. They had a big time all the afternoon affording much delight to their elders as well as themselves.

"Great youngsters, aren't they?" said more than one admiringly, marking the happy young faces and the spick and span appearance showing the pride and care of fond parents.

As the day progressed, the crowd continually increased in size, the late comers greeting those already there and joining in the good time. Lunch hour was at hand by the time the games were finished and family groups immediately gathered, opening boxes of "eats" and satisfying the call of the outdoor appetite.

Dancing began in earnest soon after this part of the festivities was over, the floor being well filled with couples swaying to the excellent music furnished by Clancy's Famous Jazz Orchestra. The music was indeed one of the features of outing, the players responding with their usual good nature and generosity to the many calls for encores.

During the intermission of the dance, the interdepartmental tug-of-war was held on the floor of the auditorium. This was followed by the awarding of the prizes to the winners of the various games during the afternoon. The awards were very fine and brought delight to their owners. For the ladies, they consisted of brooches and a wrist watch; for the men, stick pins, cuff links, a gold watch, and watch fobs, and for the children, toys and trinkets.

One of the features of the day was a booth filled with dolls and teddy bears, the latter having eyes lighted by electricity. These were raffled off by selling chances. The bidding was fast and furious, the dads who won bringing great delight to the kiddies.

The financial result of the outing was not as successful as was hoped. Owing to the fact that it was held as a benefit for the families of the men killed and injured in the Ardmore explosion, more than usual interest centered in this phase of the affair. It is not yet known how much will be available for this purpose because many who sold tickets have not yet turned in the receipts.

Socially the outing was declared a big success, increasing friendships and spreading the good fellowship characteristic of the Morse organization.

Girls' and Women's Races at Annual Outing.

Pictures by Morse Photographer.

Theories of Wages

The Third in a Series of Stories Dealing with Wage Theories

THE third doctrine in our series is the Work Fund Theory. It affirms that at a given time there is only a definite amount of work to do and that if one man does more than a normal amount, there is less for others to do.

This may be true for certain kinds of work at fixed wages, but the condition is only local and temporary. The amount of work to be done is measured only by the number, intensity and the variety of human desires and needs.

Those who advocate the policy of "Ca Canny" believe in this theory as did the candlemakers who petitioned against the use of windows in order to "make work" for producers of artificial light.

The policy of "Ca Canny," that of doing work slowly and indifferently, instead of resulting in more work and more men being employed, results in increased cost of the product. That decreases the demand and causes unemployment or decreased wages. When less goes into the "sack" there is less to come out.

We have seen that these theories of wages are of more than passing interest for each of them contains an element of truth. A half truth is always more dangerous than a principle wholly wrong, especially when it is not carefully analyzed.

The "Iron Law" exaggerated the competition among laborers for employment, assuming that it is unlimited, which is untrue and fundamentally wrong.

The Work Fund Theory exaggerated the influence of capital on wages, ignoring several factors which affect the national income.

Moreover, producers are also consumers. If, according to the Work Fund Theory they produce less, they must consume less and at a higher price, and as we have seen in the past few years, though money wages go up by leaps and bounds, if prices rise to the same degree, real wages have not increased at all.

It is true that wages are affected both by the competition of laborers for employment and by the accumulation of capital, but the theorists who advanced these doctrines, failed to realize that *wages are really limited by the amount and quality of goods produced.*

The fourth and final article in this series will give some facts and ideas on wages according to present day principles.

Shoes and beefsteaks cost lots more than they used to, but courtesy and cheerfulness are still within the reach of even the most humble citizen.

Make yourself an A1 workman and it will be harder for the company to get along without you.

THE MORSE
DRY DOCK DIAL

A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company, and to the interests of the Company

BERT EDWARD BARNES, Editor
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Vol. 4 SEPTEMBER, 1921 No. 9

ARE these the times that try men's souls? Then they are good times to be alive. Today there is the greater call to courage, character, and ability. The demand is our best.

Up Grade

HERBERT HOOVER declared in a recent speech that he believes the crisis in industry is past. A period of unprecedented wastefulness and underproduction has been left behind. A period of deflation threatening the very foundations of our economic life has been practically completed safely and with a minimum of suffering.

We are now on the up grade. Our part, says Hoover, is to bend our backs to the task. The productiveness of labor has already increased twenty per cent. and that is one of the most encouraging signs of the times, yet must we increase our productiveness even more.

Unemployment is still great and attempts are being made in some industries to keep wages above reasonable levels. The general situation, however, is steadily improving. Prospects are bright for better industrial conditions.

Meanwhile, our part is clear. Bend our backs to the task. Our slogan is, "Co-operate, speed production, cut costs."

Invest Safely

ACCORDING to the Government Loan Organization, $500,000,000 was lost last year by the American public through stock frauds. One reason for this, it says, is that 99 per cent. of the people lack the time and ability to investigate the investments offered them.

Emphasizing the importance of saving money, in that it helps win the battles of life, gives safe feeling when unexpected troubles come, and aids in emergencies, this organization urges investing in U. S. Treasury Saving Securities, which need no investigation.

These securities come in denominations of 25 cents, $1, $5, $25, $100, and $1,000. They can be bought at Post Offices and Banks and earn interest.

Play safe. Save money and invest it safely.

A Matter of Minutes

DURING the fighting at Montebello in Napoleon's great drive for military supremacy in Europe, the energetic little French leader suddenly ordered Kellerman to attack with 800 horse. The French cavalry separated 6,000 Hungarian grenadiers and opened the way to victory right before the eyes of the Austrian cavalry half a league away.

It took a quarter of an hour for the Austrians to reach the scene of battle,—too late. It is those quarters of an hour that often decide the fate of battles and of lives.

If there is "nobody home" when opportunity knocks, it passes on ungrasped. Those wasted quarters of an hour mitigate against success in any job. Can't expect to advance if you don't make the minutes count.

No one pays you for your time. Your time is not worth a cent to your employer or yourself. It is what you put into the flying minutes that brings home the bacon.

Study and prepare that your cavalry may be in position for the attack when the crucial moment arrives. When you work, work. Make every minute count in accomplishment. It is thus that the world's work goes on. Only by top speed production from every workman can world industry get on its feet and normalcy of work and prices return.

Do you work eight hours? There are 480 minutes. Make them count. Fill them faithfully with 100 per cent. production.

He Will Step Up

WHO do you work for? Do you jump and hustle when the boss comes around, only to "take it easy" when he passes on? If you do, you are probably working for the boss. But not far away from you is a chap who is not working for the boss. He works just as hard whether the boss is looking or not.

Know who he is trying to satisfy? Himself! His inner self.

That is the one it is fun to work for. When you do a thing well, you don't have to look around to see if the boss noticed it. Your pride of accomplishment in doing it well is pay beyond money or praise of others.

Such a man knows that his work is one of the real tasks of the world, that it is worth doing well. He knows that financial reward is necessary in order to live, to improve his mind, and to furnish needed recreation, but his real pay, the lasting satisfaction in life comes not in the pay envelope. It comes rather from the inner joy of successful accomplishment.

This chap doesn't have to worry for fear the boss did not see how well he did his work. He himself is a harder taskmaster than his boss and his constant striving to do better is bound to win recognition. He is the one who will be chosen when a man is needed for the job higher up.

Know Him?

WHO is that guy who works by your side? Day after day he toils at his job. Sometimes gloomy. Usually cheerful. Maybe you don't like him. You don't like the way he does things. Now and then you quarrel.

Yet, how well do you know him—inside? How little do you realize today that quality of heroism which tomorrow, perhaps, or next year will lead him to descend into the gas-filled hold of a ship to bring you back to life and safety.

Day after day he toils at his job, just one among thousands of workmen. Then, the crisis comes. A terrible catastrophe. A life is in the balance.

Out of that quiet unassuming toiler, out of those garments stained with the grease and grime of hard work, blazes forth like a great light,—the heart of a hero.

Who is that guy who works by your side? Judge not too quickly. He may be the hero who one day will save your life.

Put It Across

ALL the afternoon the two big football teams had struggled back and forth on the hard-fought field without a score. But three minutes of play remained when the blue warriors were given the ball on their own 35-yard line.

"One chance in a hundred," breathed the spectators.

"Signals," yelled the wiry little quarterback. "44-106-32-17."

The ball sped into his waiting hands as the two ends dashed down the field and his team received the terrific impact of the charging opponents. For a long, tense second he held the ball, risking a break in his own line. Then he sped the oval far down the field just as he was buried beneath a heap of struggling bodies.

Meanwhile, the left end racing clear leaped high in the air and grasped the ball. At that moment the opposing fullback made a flying tackle, but a skillful twist eluded him and the end dashed across the goal line.

A wonderful play!

Yet, to whom is the credit due? The end? The quarterback? The coach who devised the play?

No, not to anyone alone. Co-operation won the game.

Had the coach failed during the long training period, had the one man in line failed to hold for that crucial second, had the quarterback waited too long, had the end missed the catch, all would have been lost.

In our daily work, like the football game, it is co-operation that wins. Every man putting his shoulder to the wheel and doing his part well will make for success in the shipping game and in every industry.

Co-operate and help put the winning score across.

No Labor Unions

AT THE annual meeting of the stockholders of the United States Steel Corporation, Judge E. H. Gary made an enlightening reference to Labor Unions and gave some interesting facts in that connection.

It is commonly unknown or overlooked, he says, that no more than ten or fifteen per cent. of labor is, or was at its highest point during the war, actually included in the membership of unions.

Also that workmen do not voluntarily seek to join the unions, do not search for leaders to form and maintain the organizations; on the contrary, self-appointed leaders seeking profits for themselves solicit and even coerce workmen into becoming members.

He says he never heard of books being kept or accounts being rendered to the rank and file, and it is the common belief that workmen know nothing and have little to say in the management of the union.

It is plain, then, that union leaders cannot be said to represent "Labor" as a class, first, because only a small per cent. of labor is connected with unions, and, second, because a relatively small number of the members of unions actually participate in any action taken.

Complete unionization would be the beginning of industrial decay. It would reduce production and thereby increase the prices we all would have to pay. Not only would it not improve the conditions of the workman, but carried to the extreme desired by labor leaders, it would lead to the distress, starvation and economic downfall already brought about in all its terrible aspects in Russia.

Unions may have been justified in the long past, for workmen were not always treated justly; because of lack of experience or otherwise, they were not able to protect themselves and needed outside assistance to secure their rights.

But that is past. Workmen today know when they are well treated. They are capable of bargaining individually and getting recognition of their skill and ability, unhampered by the lazy drone.

Public opinion has already condemned unions because of the terrible waste from unwarranted and unnecessary strikes, brought about only because of their benefit to the union leaders. In the opinion of the majority of employers and employees, there is no longer any necessity for unions; and no benefit or advantage from them will accrue to anyone but the union leaders.

Association Calendar

Relief Committee meets every Monday at 4 p. m.

Accident Prevention Committee, first Monday of every month.

Entertainment Committee, first Tuesday of every month.

Fire Prevention Committee, first Wednesday of every month.

Finance Committee, last Tuesday of every month.

Directors, last Wednesday of every month.

Association entertainment and business meeting last Wednesday of every month, unless, otherwise announced.

Employees Association Directory

OFFICERS

President—JOSEPH McGUIRK
Hull Department

Vice-President—FRANK MACK
Sheet Metal Department

Secretary—EDWARD HANNAVIN
Brass Storeroom

Treasurer—MORTIMER W. MEAD
Office

Directors and Conference Board Members (d) for Directors; (c) for Conference Board

CARPENTERS, JOINERS, PAINTERS and WOOD CAULKERS— John Tolson (d), Wallace Livermore (c), James Larkin (c)

OUTSIDE MACHINISTS—John Boylan (d), John Oliver (c), James Wolfe (c)

INSIDE MACHINISTS—Hugh McQuillan (d), Leonard Privatero (c), Paul Boehme (c)

PIPE FITTERS AND PLUMBERS —Michael O'Dea (d), Charles Schultz (c), William Martin (c)

BLACKSMITHS—James Tester (d), Robert McQueen (c), Oscar Skoog (c)

RIGGERS AND DOCK HANDS—Harry Carlson (d), Oscar Munson (c), Walter Geiss (c)

COPPERSMITHS AND PIPE COVERERS —Thomas Hayes (d)

BOILERMAKERS—Charles Gilmore (d), Thomas Cornell (c), Thomas McNamara (c)

OFFICE, ESTIMATORS AND SOLICITORS —Frank Falconer (d), Miss Marjorie H. Davis (c), George F. Keenan (c)

DRAUGHTSMEN, PATTERN MAKERS, INSPECTORS—Fred Woods (d), James M. Donovan (c), Thomas C. Rathbone (c)

SHEET METAL WORKERS—Joe Bovine (d), George Thwaites (c), Gene Kenney (c)

PLATE SHOP—Edward McGibney (d), George Drew (c), Louis Leiser (c)

ELECTRICIANS—Harry Jost (d), Thos. White (c)

HULL DEPARTMENT—Al. Simondinger (d), David Lyle (c), Joseph Toomey (c)

BURNERS AND WELDERS—James MacFarlane (d), Charles Menzies (c)

LABORERS—Dominick Croce (d), Edward Cox (c), Bernard O'Rourke (c)

MISCELLANEOUS—Including Chauffeurs, Storeroom Hands, Garage Mechanics, Crews of Launches, Timekeepers and Watchmen—A. R. Ingraham (d), Morton Schonberg (c)

COMMITTEES

RELIEF COMMITTEE—Joe Frank (Dock Hands), Charles Winkler (Pipe Shop), Charles Pearson (Outside Machinists).

ACCIDENT PREVENTION COMMITTEE—Martin Carroll (Riggers), George Ashe (Inside Machinists), Oscar Munson (Riggers), Anthony Manno (Hull Department), John Ryan (Pipe Shop).

ENTERTAINMENT COMMITTEE—William Burke (Carpenters), Pete Bresnan (Carpenters), Charles Jennings (Plate Shop), George Drew (Plate Shop), William Carr (Pipe Shop).

FINANCE COMMITTEE—Thomas Rathbone (Draftsman), Harry Anderson (Carpenters), Louis Leiser (Plate Shop).

FIRE PREVENTION—David Lyle (Hull Department), Charles Ambriano (Inside Machinists Apprentice), Charles Hahne (Inside Machinists).

Quick Work

LAST minute alterations after a ship is ready to sail is when speed in the ship repair yard is especially appreciated by the operator. The *S.S. Taurus*, laying at the Kerr Pier, laden with naptha, was ordered by insurance inspectors to install additional ventilators to carry away gases from the cargo.

The Morse Company was asked to build and install eight telescope ventilators as quickly as possible. Our Sheet Metal Department got busy Friday morning, designed the structures, and prepared the material. Actual construction was begun at top speed at the earliest possible moment, and as fast as one of the huge ventilators was completed, it was transported to the ship and installed by the outside gang.

The *Taurus* sailed at noon the following Saturday with the eight perfectly constructed new ventilators in place, made safe for her voyage in record time as a result of speed and skill available at short notice in the Morse yard.

Finds Relative

REGINALD DASH of the Plate Shop has found through THE DIAL a relative whom he has not seen in fifteen years. Norman Dash, employed in the Deane Works of the Worthington Pump & Machinery Company, Holyoke, Mass., a company which prints a plant publication like THE DIAL and with which we exchange, noticed in our Yard Chips a reference to Riegnald Dash and believed he was his cousin whom he had lost track of. He wrote to the Editor of THE DIAL and investigation proved his belief correct and restored communication between the two, all of which goes to prove that THE DIAL *is* read even by those outside of our own big Morse family.

Man Is A Failure

When he has no confidence in himself nor his fellow-men.

When he values success more than character and self-respect.

When he loves his own plans and interests more than humanity.

When his friends like him for what he has more than for what he is.

When he becomes so absorbed in his work that he cannot say that life is greater than work.

When he lets a day go by without making some one happier and more comfortable.

When he tries to get ahead in the world by climbing over the shoulders of others.

When he values wealth above health, self-respect and the good opinion of his fellows.

When he is so burdened by his business that he finds no time for rest and recreation.

When he envies others because they have more ability, talent or wealth than he has.

When he does not care what happens to his neighbor or to his friend so long as he is prosperous.

When he is so busy doing work that he has no time for smiles and cheering words.—*Selected.*

The only way to have a friend is to be one.

The producer is the power of civilization.

Owing to the postponement of the Outing, the pictures of this event have been included in this issue of THE DIAL and the Vacation Number originally planned has been postponed until the October issue. We will therefore welcome more vacation pictures. Send 'em in at once.

Apprentice School Ranks

THOMAS C. RATHBONE, instructor in the School for Apprentices in the yard, announces the following summary of ranks for the half year just completed:

ADVANCED CLASS

	Arith.	Electricity	Algebra	Mechanics	Trig.	Mechanical Drawing	Average
Ambriano	56	80	57	64	60	70	64
Colletti	85	80	72	65	60	75	73
De Somma	81	80	71	73	62	85	77
Forti	100	75	78	100	45	85	80
Fanroth	73	40	81	65	55	75	65
Gabrielson	62	56	52	48	65	90	62
Braham	96	100	88	70	56	95	84
Hanson	79	70	60	68	55	90	70
Keating	71	60	75	69	55	70	67
Kelley	95	100	100	89	96	90	95
McKenzie	84	80	95	83	83	80	84
Misset	80	100	100	96	100	95	96
Owens	61	100	92	71	62	85	79
Sangiorigo	80	90	72	100	68	95	84
White	72	90	88	87	60	90	81

CLASS A

	Arith.	Algebra	Geometry	Mechanical Drawing	Average
Benson	—	—	42	—	—
Brosile	61	61	62	95	70
Bird	80	66	75	85	76
Contier	80	82	83	92	84
Hanson	78	62	67	88	74
Heaney	43	48	58	80	58
House	53	68	73	80	73
Knice	60	42	45	80	57
Konop	67	64	62	80	68
Maher	80	64	53	87	71
Mahland	76	62	48	90	69
Nasta	54	39	70	78	60
Olsen	57	21	78	78	58
Severseen	57	64	67	82	65
Stadelberger	62	68	60	80	67
Tramantana	62	62	47	80	63
Wood	63	58	50	80	62
Wilson	—	—	—	—	—

Special students are: Rives, Cappola, and Heans.

The Answer is Important

I am the foundation of all business. I am the fount of all prosperity. I am the salt that gives life its flavor. I have laid the foundation of every fortune in America, from Rockefeller's down. I must be loved before I can bestow my greatest blessings and achieve my greatest ends. Loved, I make life sweet and purposeful and faithful. I can do more to advance a youth than his own parents, be they ever so rich. Fools hate me. Wise men love me. I am represented in every loaf of bread that comes from the oven, in every newspaper that comes from the press. I am the mother of democracy. All progress springs from me. Who am I? I am work.—*Selected.*

Remember there is more than one way to look at a thing. Get the other fellow's point of view.

It is better to do a thing fairly well than not to have tried.

Injured Men on Mend

EXCELLENT medical care and attention at the Norwegian Hospital for the six Morse workmen injured in the *Ardmore* explosion in this yard July 22, has resulted in splendid recovery of all. William Dorrien, Shipfitter, Gus Ecklund, Hull Department, John Grau, Pipefitter's helper, Leslie Reid, Hull Department, and John Reilly, Laborer Snapper, were soon out of the hospital and are now practically recovered from their severe injuries and the shock of the blast.

A member of THE DIAL staff recently visited William Connolly, Riveter, at the Norwegian Hospital and found him bright and cheerful in spite of his injuries. He was the most seriously hurt of the six and for the first few days after the accident it was feared that he would not pull through. The best of care and his strong constitution won the battle, however, and he is now well on the road to recovery.

His right arm was badly broken just above the elbow and three operations were necessary to make it heal properly, silver wires being used to keep the bone in place. One foot and his back were also injured, but were fast improving and he was looking ahead eagerly to soon being up and around again.

"Did you bring the latest copy of THE DIAL?" was his first question. And when we said, "Yes," he laughed and stated emphatically, "Good, everything is all right now."

Connolly was especially grateful for the kindness and sympathy shown by the men in the yard, Miss Jenson and the staff of the Yard Hospital. He was much interested in the happenings during his absence and wished to be remembered to all the boys.

His cheerfulness despite the severe tax on his optimism and patience, lying as he was in one position for weeks hardly able to move, was a revelation. Indeed, it was an inspiration and a challenge to the optimism of those whose troubles are not nearly as great.

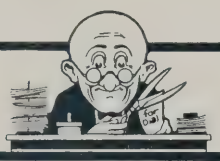
Tanker Repairs Complete

ONE of the most important jobs in the yard the past few weeks has been the double task of repairing the Standard Oil tanker *Ardmore*. Coming here in July after running eight months with a smashed bow, as a result of a collision with another tanker in the Gulf of Mexico, she was raised on dry dock No. 1 and her forward plates removed.

More than 40 tons of cement used to stop the gaps between her plates had to be removed before the actual repairs could take place. Then, the renewing of the damaged plates was begun and this work had progressed about halfway to completion, when on July 22 shortly after the lunch hour, a terrific explosion of gas occurred in the fuel oil tank.

While probably no one will ever really know the cause of the explosion, many believe it was due to the action of the gas resulting from the heat of the sun. The force of the blast raised the decks of the ship more than two feet and wrecked the piping, pumps and other parts of the ship.

The Morse Company was given the task of repairing this new damage and putting the *Ardmore* again in servicable condition. Thus the double repair job has been completed and this ship again sails the sea in spite of her disasterous accidents.

SCISSOR  THEFTS

Play Ball

This world's a diamond, with the bases laid,
And on it Life's great game of ball is played.
The teams are Human Beings versus Fate,
And Time's the umpire watching by the plate.
We're at the bat. Our purpose o'er and o'er
To wield Ambition's club and try to score.
To try to solve the curve the pitcher throws,
And lam the sphere where not a fielder goes.
Some of us seem to bat with skill immense,
Knocking long homers o'er the deep field fence,
Others bunt infield hits, but wildly race,
And beat the ball down to the primal base.
Still others, though they strive their best, no doubt,
Fan wildly at the air, and then—strike out;
Then seek the bench, downcast, with visage drawn,
Crestfallen, shamefaced, blue, ambition gone!
Or rag the umpire, growling like a bear:
"You robber! That decision wasn't fair!"
That's not the game! Be not a grouch or a quitter,
What though you're not a straight 300 hitter?
You've got another chance. Stand to the plate,
Grab tight your bat, get braced and calmly wait!
Wait for a good one. Let the others rip,
And when it comes—now! Lam it hard! and zip!
It's got to go! And so must you, old man!
Hike for the base. Keep going—yes, you can!
Steal second! Good! Now, easy—not too gay!
There! Get a lead! A hit! Now you're away!
Keep on! Don't stop! Don't lose that dandy stride!
You've got to beat the throw-in! Slide, now! Slide!
Hurrah! You did it! Score? Of course you scored!
See—there's your tally marked up on the board!
And now you'll win the game—no doubt at all!
You just can't lose, old man, if you'll PLAY BALL!

(*Read it again. Theres' a sermon there.*)

A Few Hints on Dress

A miller should wear a sack coat.
A topper—a swallow tail.
A woodsman—a cutaway.
A pedestrian—leggins.
A snake charmer—a boa.
A chimney sweep—a black soot.
Sailors—white caps.
Circus men—rings.
Brokers—stocks.
Horsemen—four-in-hands.
Horsewomen—pony coats.
Milkmen's wives—watered silks.
Musical lady—accordian skirts.
Ball players—muffs.
Firemen—long hose.

After a girl gets on the shady side of twenty-five, she drops the affinity business and begins to hustle around for an ordinary bread-winner.

The Road to Success

By James J. Montague.

What good will it do you to work like a horse?
There isn't a blessed thing in it;
The fellow you work for expects it, of course,
But don't let him kid you one minute.
Don't be like the come-ons you see round a shop
Who plug till they're winded and wheezy.
You'll find that the fellow that gets to the top
Is the lad who takes everything easy.
This wisdom I gleaned from the earnest remarks
Of a midnight sojourner in one of the parks!

The average boss on a job doesn't know
One-half of the things you've forgotten.
Come back at him snappy and say, "Is that so?"
If he says that your work's getting rotten.
Inform him your motto is always to keep
All foremen and such in their places,
And some day you'll rise to the top of the heap
And spend half your time at the races.
This method of gaining success must be right,
I heard it proclaimed in the breadline last night!

Whenever you feel you have earned a day's pay,
Drop the job as a kid drops a thistle;
You always can think of some nice, stalling way
To loaf till the toot of the whistle.
The men who own houses in Millionaire's Row,
With horses and autos and flowers
And that sort of stuff, never got all that dough
By sticking at work after hours.
This means of advancement I'm sure cannot fail,
It was passed out to me through the bars of a jail!

In Our Town

There is a man in our town and he is very wise,
He hunts out all the U.S. bonds and when he finds, he buys.
Some bonds he buys at 94 and some at 96
He pays the cash and begs for more, at size he never kicks.
This man of wisdom has a box, of iron, with key to match,
He puts the bonds into this box and lets the dollars hatch.

Then the poor boobs who sold the bonds, trot right across the street
And spend the money on a car in which to rest their feet.
They chuckle loud and chuckle long and buy much gasoline,
And call the man who bought the bonds the old man Evergreen.
When hard times come, their car a wreck, they hunt the bond man then,
And borrow back their savings fund at 8 per cent or ten.

—*Independence (Mo.) Examiner.*

To Busy to Work

DO you really think you are entitled to more money?" queried Abe, a manufacturer, when his foreman, Moses, asked for an increase in salary.

"Sure, I do," said Moses.

Let's put it down and see," said Abe. "I'll call out the figures and you put 'em down-

"There are 365 days in the year. Put that down.

"Now then, you sleep eight hours every day. Eight hours a day for 365 days is 122 days; subtract that from 365. It leaves 243 days.

"You loaf eight hours every day. That is 122 days more. Subtract that and you get 121.

"There are twelve legal holidays in the year. Twelve from 121 leaves 109.

"There is a Sunday in each week. Fifty-two Sundays in the year. Fifty-two from 109 leaves 57.

"You don't work Saturday afternoons. Fifty-two half-holidays is 26 days and it from 57 leaves 31.

"I give you two weeks vacation every year. Fourteen from 31 leaves 17.

"Figure an hour every day for lunch. Three hundred and sixty-five hours is sixteen days. Sixteen from 17 leaves one, and that is *Yom Kipper,* and you don't work on *Yom Kipper!*

"You owe me money!"

Here is the table that Moses set down. Work it out for yourself:

Days in the year		365
Eight hours sleep nightly for one year	122	
Eight hours daily recreation for one year	122	
Legal holidays	12	
Sundays	52	
Saturdays and half-holidays	26	
Two weeks vacation	14	
One hour daily for lunch	16	
Yom Kipper	1	
Day's work	0	
	365	365

California Shipbuilder

The Riveter

His hammer falls with rhythmic, Titan grace,
While beads of moisture stand upon his face;
Beneath the sun he toils, and never dreams,
That he may be a savior of his race.

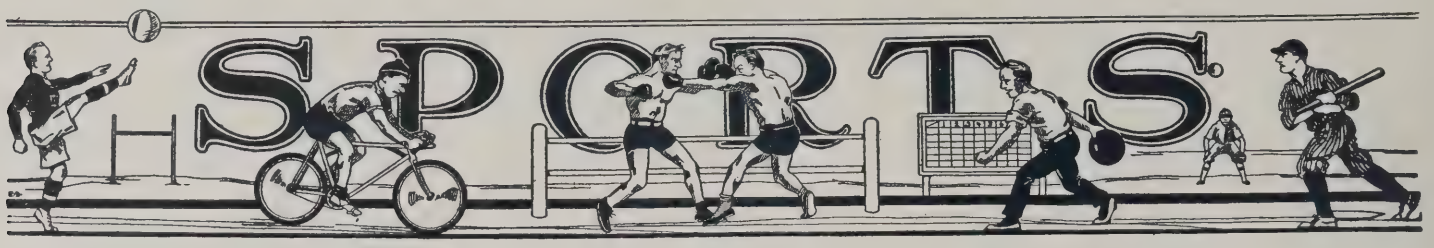
He only knows the rivets that he drives
Must be well placed and firm—and so he strives
To do the best he can. And yet his work
It is that safeguards many precious lives.

He does not dream, perhaps, and yet we know
The distance that his well-built ships will go—
We know the tempests of the angry sea,
The high-flung waves, the stormy winds that blow!

He only knows he has a task, and he
Must do it! So he flings across the sea
A bridge of ships to meet his Nation's need,
A bridge that leads to Peace and Liberty.

Margaret E. Sangster in *The Christian Herald*

The very idea of the power and the right of the people to establish government pre-supposes the duty of every individual to obey the established government.—*Washington.*



Fun at Outing Games

MEN, women and children all took part in the contests and games at the annual outing August 13 at Ulmer Park. Races, jumps, ball throwing and baseball were entered into with zest. The only adverse feature was the lack of competition in the men's races to give the full amount of interest, though with R. Stanton in the running, competitors would have had to go some.

The games opened with 25-yard races for girls, which were closely contested. Harriet Schroder won the big girls' race with Dorothea Kirby second, and Helen Larkin third. Of the smaller ones, Margaret O'Hara was first, Margaret Dambra second, and Anna Dambra third, while the littlest girls finished in the following order: Rita Larkin, Frances Rourke, and Muriel Brady.

Next came the boys' races over the same distance and these also were nip and tuck in a big field of competitors. Howard Thompson won the big boys' race, Wilfred Rodier coming in second, and Gilbert Benson third. Of the smaller boys, Joseph Dambra was first, Walter Buttenbaum second and Nicholas Nallen third.

The following event, the ladies' ball throwing contest, proved to be a big feature of the afternoon. After several had thrown as ladies usually do, Miss Mary Slater stepped up and won the event with a throw of 159 feet. Then, just to show that that was a bum attempt and that she was a good match for the sterner sex in this art, she threw the sphere 172 feet in an exhibition throw.

Miss Slater followed this demonstration by copping the honors in the ladies' 50-yard race by over five yards. Because of this young lady's evident athletic prowess, a consolation race was immediately held for the other competitors in this event, Mrs. Hugh McQuillan winning first place and Mrs. Frank Mack second.

The next on the program were the interdepartmental races opening with the fat men's race won by Frank Mack, Sheet Metal; Henry Rochelle, Solicitor, second, and Charlie Jennings, Hull, third.

Arthur Reinhardt, Pipe Shop, won first in the sack race with Randolph Stanton, also of the Pipe Shop second. Stanton then cut loose and won four straight events, the 100-yard dash, the 220, the high and broad jumps, with Reinhardt taking second in the 100-yard dash and the high jump. Al Simondinger, Hull, was third in the 100. Al Sather of the Outside Machinists took second in the 220 and Fred Pittner of the Pipe Shop third. William Carr, Pipe Shop, took third in the high jump. Allan Neilson, Dock Hands, was second in the broad jump and Richard Rodier, Hull, third.

Then came the feature race of the day in which R. Stanton, who had already shown himself the star of the field games, added to his brilliant record. This was the interdepartmental relay race between teams entered from the Hull Department and the Pipe Shop. McPherson, Pennington and Rodier of the Hull, covered the first three laps with a ten-yard lead over Sather, Pittner and Reinhardt of the Pipe Shop. Excitement ran high as Stanton took up the burden of the last lap against Stevenson of the Hull Department. Slowly the little Pipe Shop runner began to crawl up on his opponent until the final corner when he cut loose with a burst of speed that landed him a winner by a yard and gave his team the race.

This finished the contests until evening. At that time the Riggers defeated the Hull Department in the championship tug-of-war pull, winning by over two inches in five minutes.

As a result of the games, the big silver

Frankie Mack winning Fat Men's Race.

Sack Race at Morse Outing.

Morse Ball Players in action at Annual Outing

Center: Apprentice Boys' Baseball Team. At Left: Heater Boys Ready to win the game.

Pictures by Morse Photographer

interdepartmental cup which last year was won by the Burners, goes to the Pipe Shop with a score of 41 points. The Hull Department was the nearest competitor with 9. The Sheet Metal and Riggers got 5, the Dock Hands 3, the Solicitors 3, and the Outside Machinists 4. No Burners were entered.

Heater Boys Win

IN A CLOSELY contested overtime game, the sharp rivalry between the Heater Boys' baseball team and the Apprentices was fought to a finish, the former winning 4 to 3. It was supposed to be a five inning game, but the Apprentices tied the score in the fifth, only to see Rosso of the Heater Boys shoot across with the winning run in the sixth on a wild throw. Both Pitcher Johnson of the Heater Boys and Colletti for the Apprentices did good work in the box, holding the opposing sluggers in check and receiving excellent support in the main. Following is the score by innings:

		R	H	E
Heater Boys	001 201—4	5	2	
Apprentices	100 110—3	2	2	

Batteries—Johnson and Walsh; Colletti and Jones.

Tug-of-War Series

IN preparation for the annual tug-of-war championship pulls at the Outing, a series of impromptu contests were held during the noon hour the two weeks preceeding the big event. Good-natured individual and department rivalry made for close decisions and much interest on the part of the spectators.

The first contest was between the Hull Department and the Sheet Metal, C. Coyle, Louie Van, Wm. Johnson, Cris Cullen, and Lou Stranglin winning over F. Mack, F. Waldron, H. Johnson, H. House, and E. Bamford by an inch and a half.

On the following day, picked-up teams with the president and vice-president respectively of the Employees Association as anchor men, the latter team composed of F. Mack, M. Carroll, Simmons, M. Olson, and H. House, won by an inch and three-quarters over Joe McGuirk, Al Simondinger, Bob Gardner, C. Coyle, and Tony Maren.

The Dock hands Joe Frank, Martin Nelson, Arthur Shore, Lubin Hardwick and Tom Callahan took a fall from a picked-up team, M. Carroll, Joe McGuirk, Carlo, F. Mack, and C. Coyle winning by three-quarters of an inch.

Two contests were held on the following day a team composed of Charles Ambiano, Siversen, Brozile, Colletti, and San Georgio winning by four and a half inches over George Hanson, Neis, Rive, Wilson, and Heans. The Sheet Metal team, F. Mack, Bamford, House, M. Olsen, and H. Johnson, then defeated a Hull Department team, Al Simondinger, M. Carroll, I. Ruppeli, Carlo, and C. Coyle by half an inch.

Get the habit of doing things right. This will mean greater production, less waste, increased earnings. Work for good times all the time.

Pictures give idea of damage on "S.S. Fort Morgan" recently repaired here.

Pictures by Morse Photographer.

Officers on damaged steamer.

New Mail Transport

ANOTHER war accessory just refitted in this yard for peace time pursuits was the troop barge *Gen. Sawtelle*, now the mail transport *President*. This little craft has been completely overhauled and reconditioned for her new service.

Of no little importance is this latest role of the *President* for she will inaugurate a speeding up of foreign mail reaching its destination. Operated by the New York Central Railroad Company, she will meet the incoming liners at quarantine, take on the mail and quickly transport that intended for the south and west to points along the New Jersey coast.

This barge in a like manner will carry parcel post from Brooklyn, thus eliminating in both cases transportation of this class of mail twice through the congested streets about the New York Postoffice.

From A to Z

MORSE solicitors have many times declared to ship operators that no repair job is too big or too small to be performed in our yard. The first part of this declaration has been made good often in the huge reconditioning jobs successfully accomplished here, as the *Huron*, the *Princess Matoika*, the *Mount Clay*, the *America*, and others, but it remained for the work list of August 10 to report the opposite extreme, as follows: "Nippon Yusen Kaisha, No. 363. Repair model of steamer for steamship office." Well may these extremes typify Morse Service,—ship repair work from A to Z.

To Our Contributors

THINGS do not sound the same in print as when spoken.

A joke on a fellow loses its value if only a few understand it. It should be for all.

It is no joke to involve a fellow worker playfully in the violation of a company rule of conduct.

A personal item that is the least shady is objectionable. You do not want it printed.

Give all details—don't hint—then we are sure to get your point.

Above all—sign your name. That is for the editor, not anybody else; we may want to see you to get more details.

Collision Victim

AN EXAMPLE of a ship damaged almost beyond recognition quickly made new in this yard was the *S.S. Fort Morgan*. She was a Norwegian fruiter plying between New York and the West Indies and met with an unusual accident July 9 off Diamond Shoals when her superstructure was swept into a tangled mass by the bowsprit of the Schooner *Nancy Hanks* in a collision.

The *Fort Morgan* was indeed a sorry looking vessel when she was towed to Pier 4 in the Morse yard. Her officers' quarters were smashed, part of the rail gone, mainmast broken, smokestack and ventilators looking like accordians and lying in a wreck of tangled metal and splintered wood.

Morse workmen got busy in jig time clearing away the wreckage and transporting to the shops every part that could be repaired. In ten days from the time the work began, the *Fort Morgan* steamed away newly painted and looking like a new ship.

The officers' quarters had been rebuilt, the rail renewed, a new mainmast and smokestack erected, eight ventilators repaired or renewed, and the entire vessel put in a seaworthy and shipshape condition.

In connection with the repair of this vessel, a shipping magazine calls attention to the greatly reduced cost of repairs to shipowners during the past year as shown by the competitive bids. Of the ten or more bids ranging from that of the Morse Company, $8,615 in 10 days to that of another company, $14,850 in 14 days, the average was far below what it would have been a year ago, when the magazine estimates the cost would have been around $25,000.

Morse workmen may well be proud of their speed and efficiency and the facilities of this yard which enabled the company to bid so far below competitors.

Students Visit Yard

A DELEGATION of 25 students of the New York School of Social Work, who are specializing in Personnel Work, recently visited the yard with their instructor, Prof. Ordway Tead, who is also in editorial work with the McGraw-Hill Book Company. The visitors were especially interested in the work of the Employment Office, the Employees' Association, THE DIAL, the Hospital and the Restaurant. They made a tour of the yard under the guidance of Tom Plunkett who explained the details of the workings of the various organizations.

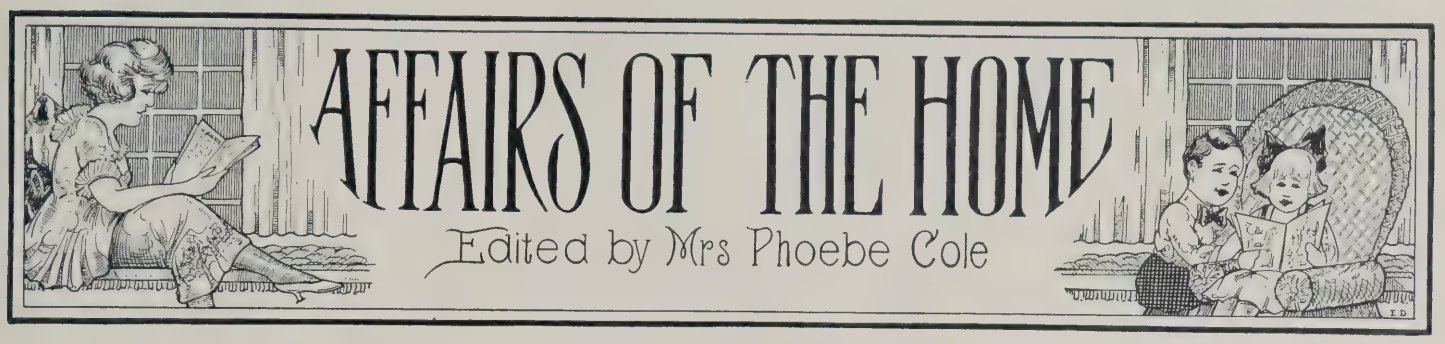
The following day, Mr. Benner received a letter from Prof. Tead expressing the thanks of the members of the class for the opportunity to visit the plant and the courtesy with which they were made acquainted with the excellent organizations in the yard.

Lest we forget: there is always sunshine behind the cloud. It will soon shine out again brightly.

"IT'S NOT ALL WORK"

By Edwin E. Donnelly, Dial Cartoonist

"I'M IN TRIM FER THIS RACE ALL RIGHT,- YER'NO I HAVE'NT BEEN RUNNING BACK 'AN FORTH FROM THE BRASS TO THE MAIN STORE-ROOM FER NOTHING I'LL TELL THE WORLD
"HEY, JOE WHAT'S THE PRIZE FER THIS RACE
"THIS REMINDS ME OF OLD TIMES ALL LINED UP IN A ROW"
"WE MAY BE FAT, BUT AIN'T WE GOT FUN-!!
HANNIVAN ROCHELLE MACK JENNINGS
THE BIG FOUR, SEEN AT THE START OF THE FAT MAN'S RACE AT THE OUTING.
"IF POLISHING COUNTS FOR ANYTHING I'LL HAVE THIS FLIVVER LOOK IN' LIKE A MILLION DOLLARS, YES SIR-!!
POLISH
281-287
EDITOR BARNES POLISHING UP HIS NEW SPEED CHARIOT
HELP-!! THEY'RE AFTER ME AGAIN - I HOPE THESE GEESE ARE ENJOYING THEMSELVES, SEEING ME TEAR DOWN THIS PATH EVERY MORNING-!!
VALLEY COTTAGE
QUACK-
QUACK-
"QUACK-
'O-BOY 'AN I THOUGHT I COULD RUN-!!
THAT TAME RABBIT
MR. BENNER HAVING HIS MORNING RACE WITH THAT FLOCK OF WILD GEESE ON THE WAY TO THE R.R STATION AT NYACK, N.Y.
Wanted Your Vacation Snapshots for the Oct. Issue of the Dial
E. Donnelly
"WHAT'S A MATTER CAN'T YER FIND YER WAY OUT'A HERE? TURN T'THE RIGHT, THEN T'THE LEFT, CROSS THE ROOM, GO THROUGH THE LAST DOOR, ABOUT FACE, GO T'THE RIGHT, AND THEN LEFT, 'AN YOU OUGHT'A BE OUT BY THAT TIME- IF YER AIN'T, COME BACK HERE 'AN I'LL START YER OVER AGAIN-!!!
STOP ALL JOBS FILLED
GO FOLLOW THE GREEN LINE TO PLUNKETT'S ROOM
TO FIND CLANCY'S DEPT GET YOUR BEARINGS FROM THE COMPASS BELOW
THE GREEN LINE
COMPASS
PLANS 'AN ROUTES THROUGH AND AROUND THE EMPLOYMENT OFFICE.
THAT'S THE STUFF TO GIVE 'EM: C'MON THERE SWEET SIXTEEN RIGHT DOWN THE MIDDLE OF THE ALLEY, KIRBY HAS NOTHING ON YOU WHEN IT COMES TO KNOCKING 'EM DOWN-
HERE SHE GOES-!!
ROY McEWEN AND HIS PARTNER ON THE CASINO ALLEYS, THE DAY OF THE OUTING.
JOE LOWE, THE OFFICAL GUIDE OF THE EMPLOYMENT OFFICE IN ACTION.
DA-A-A-A-A
DA-A-A-A-A
DE-E-E-E-E
PIPE MAJOR ANGUS FRASER, TREATED THE CROWD TO SOME FINE SCOTCH (music) AT THE GAMES
HIT IT UP, CHIEF - C'MON LITTLE MORE SPEED,- YER OUGHT'A BE TRAVELING FASTER THAN THIS, YER BEEN RUNNING TO THESE FIRES FER FORTY YEARS-
McQUAID THE INSURANCE CLERK, AND THE FIRE DEPT. OF RIDGEWOOD, N.J. HURRYING TO SAVE MAC'S SHIRTS WHEN THE WET WASH LAUNDRY BURNED.
JOE FRANK
"WHO SAID NOBODY LOVES A FAT MAN-?"
"HOT-DOG"
MR. MEAD WINS A BABY-DOLL AT ULMER PARK.-
THE OFFICE CAT
MISS REMSON ABOUT TO TAKE ONE OF HER NOTED DIVES INTO LAKE GEORGE AT 6 A.M.
C'MON MAKE IT SNAPPY REM-
MISS BRADY or MISS HAYES



A "Swappin' Off" Party.

THE girl with the marcel wave was in a pessimistic mood.

The new suede pumps she had bought last Saturday were too tight. Wearing them was out of the question. She had tried it twice and nearly died both times. And the store wouldn't exchange them. Fourteen hard earned dollars gone to smash. She wished she could just *die*.

The other girls were properly sympathetic. They had all had similar experiences.

"I got stung the very same way on that sailor hat," comforted the girl who wore mannish clothes. "It's so tight in the headsize that I get a headache every time I wear it. I can't understand why I ever bought it. But it *seemed* comfortable in the store."

"Yes, things have a way of *seeming* all right in the store," assented the Marcelled girl bitterly. "I think the salespeople just hypnotize us, so we don't know whether things pinch or not."

"Yes, and things often seem so much more becoming in the store than they ever do afterwards," mused the oldest bookkeeper. "For the life of me I've never understood why I got that beaded blouse of mine. The neck is round and I look *horrible* in round necks. I've never worn it more than four or five times and I know it is the most unbecoming thing I could have found in the whole town."

"Oh, I love round necks," said another girl.

"Say, we ought to have a swappin' party," cried the mannish girl suddenly. "Let's bring in all our white elephants, the fool things we've bought and can't wear, and trade 'em off to each other! Every girl has something that she's spent good money for and then been disappointed in. But some other girl would like to get just such articles at a slightly reduced price. Let's bring in our failures next Saturday, and meet here in the rest room swap off after one."

Thus it came about that the girls who worked in that particular office arrived there the following Saturday morning with boxes, bundles and queer-looking parcels. And after business hours, they met in the rest room, and effected a number of exchanges, to the great satisfaction and profit of all concerned.

The girl who had succumbed to a pair of too-small pumps exchanged them for a hat which she simply adored. The girl who had a sailor a whole size too small joyfully traded it for a silk umbrella from a girl who had received two nearly alike for her birthday. Sashes, blouses, handbags, and numerous other articles of feminine apparel exchanged hands within the space of an hour. Everybody went home happy, having "swapped off" some white elephant and got a prize without the expenditure of any money. As all the girls lived in different parts of the city or in different suburbs and moved about in different social groups, the fact that they were wearing "slightly used" things was known only to each other, and they didn't tell.

The Boy and His Room.

IF it is humanly possible, give your boy a room of his very own. And if you have two boys, give each of them a room if you can possibly arrange to. For the boy, from the time he leaves his kindergarten days behind, is a most peculiar animal, restless as a fish, hoarding as a squirrel, playful as a puppy, often shy as a chip-munk, and, if truth must be told, usually untidy as a little pig. So both for your own sake as well as his, give him a place that is his very own, where he may keep his "specimens," entertain his boy friends, and carry on pet schemes, such as postage stamp collecting, etc.

Of course, if you can give him a workroom of some sort, in attic, basement, barn or garage, where he may go in for amateur carpenter work, wireless, photography, and such activities, so much the better. But not all parents can give a work-shop to a boy. Those who live in apartments, especially, can afford no such luxury as an extra room set aside for a mere play room for the boy. But even if you give him the smallest room in the house or apartment, do, if you value his happiness, give him a room for his very own, and let him decide how it shall be decorated, even though his ideas of beauty and art probably will not agree with yours. But remember, it's his room. If he wants to fill it with circus posters and Saturday Evening Post covers, for goodness' sake let him.

Don't make the mistake of trying to keep a boy's room dainty. It can't be done, if the boy is in good health. Don't nag at him and fret yourself by trying to keep dainty wall paper fresh and clean, and white bed spreads snowy and unspoiled.

Select a fairly deep tan paper or paint for the walls of a boy's room, preferably, if paper, a small figure. And use colored bed spreads, of dark, figured cretonne, denim, or other material that will stand dusty shoes—for the boy doesn't live who won't tumble about his bed in the daytime, and sit on it, and spread out his junk on it. Until a boy is pretty well grown, a good comfortable cot suits him as well as a bed, and takes less space, besides giving his room more of a sitting room appearance.

See that he has places in which to keep his books, his school things, his clothes, his treasures, (which don't seem worth house room to you, probably, but are dear to his heart just now) and his pictures. If you can afford for him a combination desk and book-case, you will automatically solve several problems—that of keeping all his papers, books, pencils and erasers together, so that when he has home work to do he won't have to turn the whole house topsy-turvy to find things, and giving him at the same time space, on shelves, in drawers and pigeon-holes, for his own particular treasures. If you cannot give him a desk, at least get a small folding card or sewing table, upon which he can write, and at which he can amuse his friends when they drop in to play games.

Teach the boy to keep all his own things in his own room, and to take pride in keeping the room sufficiently tidy so that he will not be ashamed to bring his boy friends there to visit and study.

Then, having given the boy a practical, simply, sensibly furnished room of his own, *let him do as he likes with it.* If he wants to whittle, or box, or wrestle, or play marbles, or sing at the top of his lungs, let him. Keep out, as you would keep out of a man's office. Don't destroy his self-respect by chaperoning him too closely. He will never learn to be manly while you continue to treat him like a baby.

What to Drink

THIN drinks, with tea, coffee or fruit flavors, are better for the system in warm weather than drinks which require thick syrups, such as chocolate. Most people eat and drink too many rich things in summer, and feed the body more fat-building fuel than it needs. Summer is a good time for fat folks to reduce radically, and for even thin folks to go a little more slowly in the matter of stoking the human engine.

Iced tea is a splendid cooler and refresher; there is a certain amount of innocent stimulation in tea—else why do half the women in the world brace up and take a new lease on the day's burden when they have had their little old cup of tea? With lemon, or a few mint leaves, or even a dash of carbonated water and ginger ale, iced tea becomes a real treat. And it is just as good in the afternoon or evening as at meal time.

Iced coffee, with or without cream and sugar, is a standby for those addicted to that particular flavor. Be it noted here that plain liquid cream blends better than the whipped cream with which it is too often served.

A small investment in lemons (which keep best in a closed jar, shut away from the air) oranges, and a few bottles of fruit juices, ginger ale, and carbonated water to add a mild "kick," will do much to ameliorate our sufferings during hot weather. On the other hand, don't get into the habit of craving some drink every hour or two, and don't let your children. For them, the best drink is always pure milk.

What's the Item Number?

By William J. O'Brien

CONSIDERABLE discussion arises from time to time among the less informed employees of the various construction and repair departments in the yard regarding the exactness of the management in having material and labor charged against the proper item on each ship undergoing repairs.

In fact, many are asking, "What difference does it make whether labor and material is charged to Item No. 1 or Item No. 2, so long as the ship is completed on time?"

This article is designed for these employees. It is for their benefit so that less confusion and greater efficiency may be the result of their becoming familiar with the actual conditions making item numbers of very great importance.

First, let us review the procedure of the Company in making a bid for a repair job. Solicitors ascertain that a ship is to be repaired, whereupon the Estimating Department prepares estimates of the cost of labor, material, etc., for each phase of the undertaking.

They may take for their basis the cost of each item in a similar job previously completed, so the importance of charging time and material under the proper item number immediately becomes apparent.

Suppose the Electrical Department has a $1,000 job as Item No. 1 and the Pipe Department has a $1,000 job as Item No. 2. Then, suppose a careless Pipefitters' Snapper charges $100 worth of material to Item No. 1. If the mistake is not discovered, the estimates will be considered off on both items, with the result that future estimates based on these items may be affected.

In the present state of close competition among ship repair yards, it must be clear to every man that utmost efficiency in the making of bids must be attained, if we are to get our share of business.

The system of item numbers is necessary for the efficient management of the yard as now operated. Therefore, it is up to every man for his own good, if for no other reason, to do his part in making sure that time and material is charged to the right item with absolute accuracy.

Many a young man needs less pull, and more push.

Every man who works out his own freedom gives freedom to others.

Those successes are more glorious which bring benefit to the world than such ruinous ones as are dyed in human blood.

Natures that have much heat, and great and violent desires and perturbations are not ripe for action till they have past the meridian of their days.

It is absurd for a man to make a god of his digestive apparatus, but it is just as bad to forget that the belly is as much the gift of God as the brain.

Nobody ever becomes a nervous wreck while he is succeeding, no matter how hard he works. He goes by the board only when the tide turns against him or when he quits work to have a good time.

Kindness and thoughtfulness toward others wil be reflected in their attitude toward you.

IT seems as though some folks can't see any farther than the end of their nose. When business is booming and money is coming in fast, they are optimistic as a sharp saw in a chunk of soft wood. They think it's always goin' to be that way, spread themselves out thin, an' let money slip through their fingers like water. Never think they orter hedge a bit an' maybe pile up a little kale an' optimism fer some rough goin' there might be ahead.

After we has our little spats, my wife always says, "True love never did run smooth," an' I guess it's the same way with business. It has its ups and downs like the rest of us.

Thing is to keep a stiff upper lip whether things is good or bad.

Maybe the shipping business is down now, but that means it's goin' ter be *up* bimeby. When things gets straightened out a bit, there's enuff ships to be repaired ter keep the works going at top speed fer six years an' then some.

Tell yer what, this ain't no time fer optimism ter take a vacation. Buckle on the ol' pep an' hard work an' cheer up!

In the following letter to John Tolson, Carpenter Shop, Christ Olsen, 136 Huron Street, Brooklyn, brother of Grover Olsen, Carpenter Shop, who was drowned recently while in bathing at Flushing Bay, expresses appreciation to Mr. Tolson and the Employees' Association for the sympathy shown at the time of the accident: "I want to thank you and Grover's other working fellows for what you have done for me in my recent bereavement. His sudden death was a terrible shock to us all. Will you kindly ask the boys if any of them needs tools to buy them from me, as I have no use for those that he left."

If you are up against it—go around.

Wisdom is learned from failures.

Regard a promise inviolate. Keep it.

Would you attain success? Prepare.

If we had no difficulties we would have no triumphs.

Somebody puts your money in the bank. Why don't you?

Never promise more than you can perform.—George Washington.

Instead of boasting of what you can do, take off your coat and do it.

Acknowledgments

DEEP appreciation and a touching tribute to Morse employees is contained in the following letter to the Association from Mrs. Catherine M. Cobis, Birch Street, South Ozone Park, L. I.:

"As the widow of Adam F. Cobis, one of the men killed in the explosion on July 22, I wish to extend my heartfelt thanks to Miss Jensen, a veritable angel of mercy, and to each and every individual fellow employee of my deceased husband. Their warm sympathy, beautiful floral tribute and substantial gift of one hundred and fifty dollars, I indeed appreciate, and at such a time when a doubly heavy blow had been dealt in the loss of two deadly loved ones, only such kindness could sooth my sorrow even a little. I thank you one and all from the bottom of my heart."

Mr. and Mrs E. Ahern and family send the following letter of thanks to the members of the Employees Association for their sympathy and gifts on the occasion of the death of John Ahern: The family of the late John L. Ahern acknowledges and deeply appreciates your kind expressions of sympathy."

This letter of appreciation to the Hull Department was received from the family of Frank Warren, who was one of those meeting sudden death in the *Ardmore* explosion: "Mrs. Frank Warren and family acknowledge with grateful appreciation your kind expression of sympathy."

A letter of appreciation to the members of the Employees' Association for their kindness on the occasion of the death of her husband has been received from Mrs. A. Lande, as follows: "Your kind expressions of sympathy are gratefully acknowledged and deeply appreciated.

Mrs. Frank Warren, 312 Sixty-eighth Street, sends the following letter of appreciation to the Employees' Association for the kindness and sympathy shown at the death of her husband: "I want to thank all for the $50 handed me Friday noon by my brother-in-law, John Warren, and for the $50 given me the evening after my husband, Frank Warren, was killed. I also want to thank each and every one for the beautiful floral offering and for all the kindness shown me in my bereavement."

Appreciation to the Employees' Association for sympathy and aid on the occasion of the death of her husband is expressed by Mrs. Samuel Larson, 89 Fort Green Place, Brooklyn, in the following letter addressed to F. O. McQuaid: "May I be permitted to thank you and through you the Employees' Association of the Morse Dry Dock & Repair Company for your kind expression of sympathy and for the financial assistance I received during my recent bereavement."

The following letter of appreciation to the Employees' Association has been received from the father, mother and brothers of Grover Olsen: "The family of the late Grover Olsen acknowledge and deeply appreciates your kind expression of sympathy."

For Sale

One sixteen-inch regulation white maple drum, two pairs drum sticks, and strap for sale. No fair offer refused. Please write. Alex Cooper, 84 Court St., Brooklyn, N. Y.

Labor Day, September 5th

THE first Monday in September for nearly forty years has been a day dedicated to workmen all over the country. Through the different states making it a legal holiday, it is now practically a National holiday. Parades and celebrations mark the event in many places and in all it emphasizes the importance and the great opportunity of workmen. Especially today when industrial conditions are unsettled is there need for increased understanding and cooperation on the part of everyone.

That ? Bottle

WE WITNESSED a beach party down at Manhattan Pool a while ago that aroused our interest and curiosity extraordinarily. The principal characters in the drama were Miss Jenson of the Hospital Staff, Miss Mary Travers of the Executive Office, Mrs. Mead, Miss McGee, formerly of the Yard Hospital, and one or two others. During the height of festivities a thermos bottle was passed around several times. We don't know what was in it, but to all appearances it was much sought a'ter.

Sever Partnership

CAPT. KIRBY and Capt. Roach, the two well-known fun loving sidekicks of the Towing and Transportation Department, have dissolved their long and strenuous partnership. Capt. Roach has left the employ of the Company to become towing pilot of the Moran Towing and Transportation Company, leaving Capt. Kirby in sole charge of the Morse fleet and Tow Boat Office. It is reported Capt Kirby now enjoys his coffee without listening to depreciating remarks as to where he got the title of "captain." Antics of these two at the Employees' Association Election in April and on other occasions are often recalled with a laugh by the men in the yard.

George Hutton of the Cost Department has passed the examination for the New York City Police Department.

Miss Edith Fenk, sister of Mrs. Florence Anderson, substituted for Miss Marian Hayes as secretary to Mr. Hall, during Miss Hayes' vacation.

Harriet Amlick of the Payroll Department spent her vacation in Bay Ridge and vicinity. Miss Brath went to Atlantic Highlands and Ann Badger was in Rock Hill, N. Y.

"Rory O'More" of the Auditor's Department vacationed in Bay Ridge.

According to latest reports Clancy's Dodge is in the auto hospital for repairs.

Roy McEwen of the Timekeepers has a new sideline occupation. He was seen at the yard outing instructing two young ladies in the art of bowling.

Dan Shea, formerly leader of the Morse Band, recently called on friends in the yard.

The Office Cat Says—

Capt. Kirby says when the landlord raises the rent, it saves you the trouble.

Kent Okasaki, Solicitor, has purchased a new Ford Sedan.

F. O. McQuaid, Insurance Clerk, lost a whole array of beautiful shirts when the Ridgewood wet wash burned one night recently, and he had to buy a whole new outfit.

Before leaving for home recently, Charlie Mullady bought a big Norma car to impress the natives of his home town.

It is reported that Tom Rathbone was seated with the young ladies in the Office Dining Room, but was too bashful and withdrew.

Mr. Day, Chief Timekeeper, seeing a sailor wearing one of those queer cloth headgears, flapping trousers, and odd looking coat, remarked, "Looks like Brill in his Sunday clothes."

Bill Schroder, Office Boy, has been raised,—(one floor) Traffic to Cost Department.

Bright sayings from Children—(as reported by an office boy), Goldsmith, Cost Department, "Hello, Oofty, Goofty."

No chance for Christy, the Office Boy to miss the picnic. Friendly young ladies in the Main Office gave him three tickets.

The Payroll Department has been shifted from the old site to Room 111, Main Office.

Mrs. Emily (Casey) Stehlir, a member of the Cost Department for nearly four years, has left the employ of the Company to assume domestic responsibilities.

Fred Dean, in charge of the Payroll Department for the past four years, recently resigned. Arthur Day has assumed the duties of this post in addition to those of Timekeeper.

Mrs. Frances (Daley) Driesbaugh, employed here for about four years, has left to begin housekeeping.

Bob Maher, who has been in the Cost Department for more than three years, has left the employ of the Company.

M. W. Mead of the Main Office is on his vacation at Rumson, N. J.

Miss Marjorie Davis of the Printing Department is enjoying a two weeks' rest at Seaside Park, N. J.

Miss Jenson of the Hospital Staff is vacationing at Cherryfield, Maine.

A loud explosion one morning recently caused great excitement in the yard for a few minutes, many thinking it was another gas blast, but it was only Bert Barnes' new Coupe back-firing.

Mack Shell, formerly of the Paymaster's Department, paid a visit to friends in the yard recently.

Miss Joan C. Sharp of THE DIAL Office has returned from her vacation spent at Glen Cove, L. I.

E. Donnelly, DIAL *Cartoonist*, says he doped out a lot of new ideas during his two weeks stay in the country. Watch your step.

Misses Mary Brady, Vera Remson, and Marian Hayes spent a delightful vacation at Lake George, N. Y. Friends in the Office found it exceedingly difficult to picture them out for a swim at 6 a. m., however.

Peggy Dolan of the Payroll Department is back from the farm at Stoneville, N. Y., where she reports she lived the life of a Farmerette, doing all the chores except milking the cows. She says that requires experience.

Mrs. Leonard Anderson, nee Florence Fenk, who has been in the Stenographic Department for over four years, left the employ of the Company August 13 to begin housekeeping.

Robert Boyle, Superintendent of Buildings, and family spent their vacation at Burganfield, N. J.

Thomas Lynch of the Purchasing Department and Harry Rees of the Cost Department have returned from an auto tour of northern New York state.

H. Benner of the Employment Office spent his vacation at Camp Awosting, Lake Minnewaska, Ulster County, N. Y.

Henry Riccardi, Stenographer, has been transferred from the Employment Office to THE DIAL Office.

Mr. Hanbury calls the recently installed room in the Employment Office, "the Mortuary Chamber," because of its color.

Joseph Lowe of the Employment Office has left.

Vincent Consoli of the Machine Shop likes his ham sandwich with no mustard on it.

The Electric Light Boys that go out together. Who? Fred Ford and Paul Bohme.

Raymond Blair of the Welders landed in Brooklyn from Staten Island recently. He says he intends to become a citizen.

Welders say John Baxley, the Bay Ridge Bearcat, is training in secret for a ring battle. How come, John?

It is reported that Scotty Menzies attended the "Meeting of the Clans" at Coney Island.

John Torrey of the Burners says that if prohibition doesn't start soon he is going to quit drinking.

Johnny Hepburn, Hull Department, knocked out Bobby Waters at the Queensboro Club, July 21.

The Burners have heard a rumor that Tommy Lawson's boat and another one are to be used for a pontoon bridge across the Hudson.

Jimmie Bell, Pipe Shop, put the K.O. sign on Bob Erie, the pride of Long Island, in the sixth round at the Jamaica Club, August 19.

Mrs. Rogan, Yard Restaurant, seeing Miss Gardner slicing bread, "Ah, ha! Cutting up again are you?"

Ben De Bar, Machine Shop, wants to know why the Outing Committee did not have a mustache contest. Ben's is a different color each week.

Bill Mackey of the Burners, it is said, will soon know as much about MacFarlane's car as Mac does himself and that's little enough.

The stork recently paid a visit at the home of Richard Cooper, Shipfitters' helper, leaving a fine baby boy. Friends in the Hull Department are extending congratulations.

Joe McGuirk reports that Jim McGarry, former pitcher of the Morse baseball team, is letting his beard grow and getting $25 a game twirling for the House of David ball tossers.

The first time John Dunn of the Burners ate in a New York cafeteria he was sore because he had to wait on himself; said they had waiters for that sort of thing over in the old country. Hurrying through his meal, he paid his check and slipped out, running half a block before he stopped. Later he told a friend, "I sure put one across on them that time. I skipped out without doing the dishes."

MEMBERS of the Committee in charge of the Employees' Association Outing urgently request all who have not yet turned in money for tickets sold, to get it in at once, as it is impossible to straighten out the finances and to make up the benefit fund until all the money is in.

Frank Brewer, formerly a Solicitor here, is now selling automobiles.

Joe McGuirk has passed examinations for the New York Fire Department.

It is reported Frankie Mack, Sheet Metal, is strong on huckleberry pie.

Charles Hallock, Superintendent, has returned from an auto tour of New England states and Canada.

Fred A. Witte, who has been guard at the Fifty-fifth Street gate for some time, has been transferred to yard duty.

Miss Astrid Anderson of the Yard Hospital reports a delightful vacation in the wilds of Maine at Maranacook in the Belgrade Lake region.

It is reported that Frank Falconer of the Hospital Staff had a big time at the gathering of the Scottish Clans at Stauch's, Coney Island, recently.

Chauffeur Bobby Walsh proudly relates the antics of the latest arrival in his family, a baby boy. His name is Francis.

While on his vacation, Teddy Siller of THE DIAL Office with several other boys took a hiking trip to Albany, N. Y., and back.

Boys in the Burning Department were glad to see Dick Jones back again. He was out two weeks having his stomach pumped out.

Joe McGuirk lost his straw hat at the Employees' Association picnic and is now wearing a cap.

A consignment of books has been received for the Morse Apprentice School from the New York City Board of Education. These will remain the property of the school and will add to the facilities here for training Apprentice Boys.

When he first came to this country, it is said John Torrey of the Burners was looking up at the high buildings in Times Square, counting the pigeons, when he was accosted by a stranger who told him that was against the law and it would cost him $1 apiece for all he had counted. "How many did you count?" he asked. "Eighteen," said Torrey and paid him $18, but laughed with great glee after he had gone. "Ha. ha! Wouldn't he be sore if he knew I cheated him out of $3?"

Billy McEwen to Jack Warren, "Hullo, old top. New car?"
Warren: "Nope. New top. Old car."

Wonderment: Who took the Duke's overalls in the Machine Shop? Ask Paul Boehme. He knows.

Tom Mulligan, Machine Shop, spends his Sundays down on Staten Island picking blackberries.

Hughie McQuillan and family were seen recently down on Midland Beach cutting quite a dash in their bathing suits.

Ben de Bar, Machine Shop, says Bob Fira should make a good singer for he has legs like a lark.

Chief Meyers of the Morse Fire Department has bought a new home at Forty-fifth Street and Sixth Avenue.

Capt. Kirby (at the Association picnic) "Well, here I am, boys, already to enter the fat men's race. Been training for two months."

Peter Shafer of the Machine Shop recently spent a very enjoyable week at Bear Mountain.

Henry Rochelle, Solicitor, won a Teddy bear with electrically lighted eyes after taking 240 chances at the Employees' Association picnic.

Pat Feeney of the Plate Shop says: "That District Attorney guy is sure one smart feller. He knows all your business and what he don't know he'll ask."

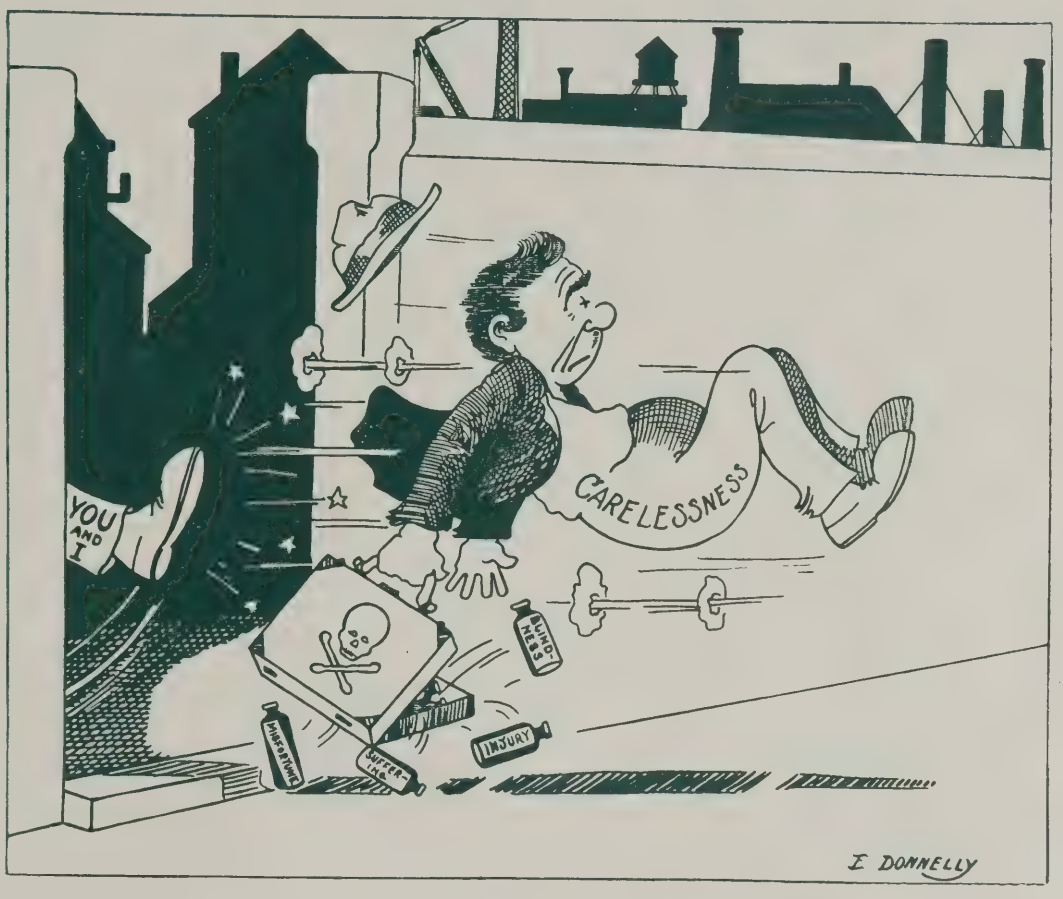
George Keenan at a meeting of the Picnic Committee as "Slim" Car enters, "Already, boys, we can start now. We were waiting for the car."

It is reported that George Ash of the Inside Machinists is moving in the best society of Bay Ridge, living on Fifty-seventh Street with the elite.

"Who put sawdust in the ice cream?" asked a patron of the Yard Restaurant recently. He was mollified, however, when told it was bisque ice cream and the "sawdust" was powdered macaroons.

Ben de Bar, Inside Machinist Shop, has just returned from a three weeks' visit to his brother in Topeka, Kansas, whom he has not seen before in 40 years. His brother has just been retired on a pension by the Santa Fe Railroad after 40 years continuous service.

It is reported that Jack Drew of the Plate Shop intends to buy an 8-family apartment house if business runs good. He has promised Bill Shroder the job of janitor and George Ribbe that of General Superintendent and no question about wages.



"Give Him The Gate, Boys"

By Edwin E. Donnelly

CARELESSNESS is the advance salesman of that dreaded firm, Skull & Cross Bones, operated by Injury & Death. If you give him an interview, even for a moment, you will surely meet with Misfortune and Suffering. He carries with him all kinds of injuries, large and small, which he follows with Death, if you give him a chance.

Get rid of him, men! Don't let him hang around the job or the shop. Protect yourself and family. Deal with SAFETY, which is your protection against Carelessness. Don't let this fellow take away your means of livelihood, your happiness, and your ambitions, by bringing chance of injury to you.

Be always on the alert and never take a chance on going anywhere or doing anything until you know that every precaution has been taken to avoid an accident. Some men do not believe in SAFETY devices, and as a result they become acquainted with this guy Carelessness. They get faith in SAFETY through sad experience.

Put SAFETY First and Foremost!

The Largest Capstan

Ever Built in the Port of New York

Above is shown one of the two huge capstans, 39 inches diameter of barrel and each weighing over two and one half tons.

The S.S. America reconditioned by this company and upon which these two huge capstans were installed.

MANY times has Morse Service been called upon to do work of unusual magnitude. Building machinery, windlasses, winches, capstans and other equipment of special design has long been a feature of the Morse Machine Shop.

Two capstans of greater size than could be found on the market were needed for the *S.S. America*. We designed, built and installed them in the Morse Yard. We recommend this style of capstan not only for ships but for pier heads and docks as well. Write to us for plans and estimates.

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The MORSE DIAL

October, 1921

The Master Workman

SEE him at his work! How easy he makes it seem. No false movements. No wasted time and material figuring *how* to do it. He knows.

Master Workman! What a wealth of power in that phrase! Years of training and practice have developed that skill of hand and brain. Years of knowledge are gathered in his every move.

The dream of the apprentice, the idol of his craft, all honor to him,—the Master Workman.

MORSE DRY DOCK DIAL

Vol. 4 October, 1921 No. 10

View of Government House with cows parked in the yard is striking illustration of New York City life 100 years ago.
From an original drawing by W. C. Condit in the possession of N. Campbell, Esq.

The Hand of Progress

PERSONS who have been away from Brooklyn for a few years, returning express surprise at the rapid growth of Bay Ridge and the increased activity along the waterfront. From a region of rolling hills and isolated farms has sprung up almost overnight a thriving and thickly settled community with stores, schools and churches, and apartments that thousands of families call home.

Yet, this is not unlike the growth of other large American communities. New York, largest city in the world, pride of the universe, but a comparatively few years ago was like a little country village. The remarkable picture accompanying this article, showing cows peacefully chewing their cuds in the yard of the Government House, is illustrative of the period in New York history little more than a hundred years ago.

Strange as it may seem to us viewing New York City today, during the lifetime of men now living, cows and pigs were kept in sheds beside their owners' dwellings in the heart of the city and allowed to roam where they would through the streets and byways.

Hundreds of dogs, the property of squatters occupying the then wild region of Central Park, made it dangerous to pass that way. Women were not allowed on the streets at night unaccompanied. Adequate protection of life and even the first principles of sanitation were unheard of. Volunteer fire companies as likely as not stopped to fight a street battle between themselves for the right of way going to the fire.

Brooklyn in 1854. *From a drawing by B. F. Smith, Jr., and published by Fern & Co., New York.*

At that time, the section about what is now Broadway and Fourteenth Street was country and the fashionable residents near what is now the Battery spent weeks in preparation for their annual summer trip there. Strange indeed it is to us today when we can cover this same distance in a few minutes, traveling like moles beneath the ground, only faster, and coming to the surface surrounded for miles around by huge skyscrapers.

Such is the progress of time. And like the startling growth of the city of New York has been that of the Morse Company. From a tiny industry occupying a few feet of waterfront and one or two small shops has grown this great plant which we see here today. A mass of buildings thriving with activity and covering forty acres on the shore of Brooklyn. Moored at its piers are ships from all over the globe, coming here to be repaired and during that process perhaps to be raised on the world's largest floating, sectional dry dock.

We are proud of the growth of the Morse Company. It shows that it has performed a service, that is has fulfilled a need in world progress. We are proud of its prestige gained by reason of

its past service, honesty and fair-dealing.

This is the foundation on which we are working today. The facilities established here for ship repairs, the past achievements of our workmen make possible and are incentives in the work today. The confidence of ship operators is all the time sending ships to the Morse yard to be repaired.

Today also are we making the history of the future. The relations established with the ship operators and the character and speed of the work by Morse employees is the added foundation which we are building now for the future. The remarkable accomplishments of the past few months is indication of our prestige of the future.

From a print in the New York Public Library *An early view of the shores of Brooklyn*

Thus it is that the old picture of the Government House with its cows and funny carts, typifying as it does the rapid growth of the world's greatest city, may also typify the advancement of this Company, whose New York Office is now near this site. The Government House, erected about 1790, was intended for the residence of President Washington, but before it was ready for occupancy, the seat of government was changed to Philadelphia.

It was occupied by Governors Clinton and Jay; and later, when the State capital was removed to Albany in 1799 it was used as a customhouse.

It is described as two stories with a portico in front covered by a pediment upon which were carved the arms of the State, the pediment supported by four Ionic columns. The house stood upon an elevation fronting Broadway, having before it an elegant eliptical approach around an area of nearly an acre of ground enclosed by an iron railing.

The Government House burned in 1815 and the land was broken up into seven lots and sold as sites for a row of elegant mansions. Fashion had left this neighborhood by 1850, however, and these mansions became the offices of several foreign consulates and great steamship companies so that they became known as "Steamship Row."

Then the National Government bought the site for the present customs house, the beautiful and imposing building costing seven millions of dollars and opened for business in November, 1907.

Yet, the growth of New York City proper, though earlier, is no less striking than the rapid rise of the Bay Ridge section of Brooklyn. The accompanying pictures of this region, taken but a few years ago, illustrate well the changes which have taken place here. The rise of buildings where before were trees and green fields, the coming of transportation facilities and even the transformation of the rugged surface features of the land itself, is clearly apparent in these old time views.

Of like interest is it that this section is historic ground. Back in the days of 1776, what is now Bay Ridge and the yard of the Morse plant was the scene of one of the bloodiest battles of the Revolution. Landing troops from their ships under cover of the cannon on board, the English met the colonists in a series of combats.

A large number of King George pennies excavated here a few years ago were believed to show the spot of an English encampment and an iron ball found at another time was said to be from an English cannon fired probably at the time of the battle.

General Grant of the English army led part of his forces along the Gowanus road to a point where Third Street now extends, in an endeavor to surround or flank the American army. The battle raged from the Bay Ridge waterfront to south of Flatbush Avenue and the heaviest fighting took place at Battle Pass in Prospect Park and at the old stone house which stood until a few years ago at the corner of Third Street and Fifth Avenue.

On the wall of one of the tenements which occupy the site where the old stone house stood, a bronze tablet has been placed which reads: "The site of the Old Cortelyou House on the Battlefield of Long Island. Here on the 27th of August, 1776, two hundred and fifty out of four hundred brave Maryland soldiers under the command of Lord Stirling were killed in combat with the British under Lord Cornwallis."

The sturdy little house now used for the Yard Hospital likewise had a part in these thrilling events. It was formerly the old Bergen homestead, built about 1700 and situated on a bluff near where the Machine Shop now stands. With its hand-carved shingles and solid construction, it is indeed reminiscent of the days long ago.

Thus it is that the hand of progress functions, a constant change. Cities spring up in the midst of green fields; industries grow from small beginnings to the greatest in their field; we ourselves change—babies—children—middle life, all in a few years. This is our incentive to make today count, that the change may be real progress, that our lives and the world may be better tomorrow than today.

That is the value of a glance backward, to see the progress of the past and from that progress take incentive for the present.

IF.

A short word, but how potent of meaning.

Also a very much misused word; a word greatly abused even by well intentioned people.

For instance, when *If* is used as an excuse it is generally misused and more often abused.

People say: "*If* I could only do" this or that; "*If* that hadn't happened," "*If* I was lucky," and a whole lot of other "*Ifs*"; *If* this and *If* that and so on down the line.

Poor little word, no wonder it loses its dignity when some people utter it.

When, however, it is used as an Opportunity, what a difference.

Kipling's wonder poem entitled "IF" illustrates the use of the word as an Opportunity.

Just read that poem over three or four times. It's full of meaning and shows the value of using the word as it should be used. It will help you to get away from the excuse habit.

If you can keep your head when all about you
Are losing theirs and blaming it on you,
If you can trust yourself when all men doubt you
But make allowance for their doubting, too;
If you can wait, and not be tired by waiting,
Or being lied about, don't deal in lies,
Or being hated, don't give way by hating,
And yet don't look too good nor talk too wise;
If you can dream and not make dreams your master;
If you can think—and not make thoughts your aim;
If you can meet with Triumph and Disaster,
And treat those two imposters just the same;
If you can bear to hear the truth you've spoken,
Twisted by knaves to make a trap for fools,
Or watch the things you gave your life to, broken,
And stop to build them up with worn-out tools;

If you can make one heap of all your winnings
And risk it on one game of pitch and toss,
And lose, and start again at your beginnings,
And never breathe a word about your loss;
If you can force your heart and nerve and sinew
To serve your turn long after they are gone,
And so hold on when there is nothing in you
Except the will which says to them, "Hold on."
If you can talk with crowds and hold your virtue,
Or walk with kings—nor lose the common touch;
If neither foes nor loving friends can hurt you;
If all men count with you, but none too much;
If you can fill the unforgiving minute
With sixty seconds worth of distance run,
YOURS is the Earth and everything that's in it,
And—which is more—You'll be a MAN, my son.

Rudyard Kipling.

Morse Solicitor is Globe-Trotter

TO MOST of us who have lived within the bounds of a single city or country, a world traveler is a romantic figure. We see in him the many peoples and countries he has visited, the experiences and hardships he has undergone, and above all the breadth of vision, the multitude of friends and acquaintances which are his. Simply by turning back his mind's eye, he sees on the instant figures and places in Africa, Australia, Europe, the Indies.

The Morse Company has such a character in its organization, George H. Maylor, who has worked and traveled in many parts of the world. His indeed has been a romantic career, for added to his interesting work as engineer has been the strange places he has visited and the interesting people he has met.

Born in Liverpool, he grew up in that great shipping center. Completing his training as an engineer at Witworth College, Manchester, he naturally turned to the sea and became a Marine Engineer for the White Star Line.

After a few years practical experience in that capacity, he passed the Civil Service examination for a Chief Engineer and was assigned by the Crown Agents of the Colonies on various government contracts in British East Africa, Mombassa, Nirobi, and the lakes of Central Africa, Borneo, Australia, and the Eastern Archipeligo.

One of the most interesting parts of this work was the construction of water condensers in regions along the equator where there was no water fit to use. George Maylor, with the aid only of Coolie labor, erected in these waste regions great steel structures capable of condensing by evaporation from sea water 845 tons, or nearly 190,000 gallons of water in 7 hours and 45 minutes to supply the needs of the people.

At Right: George Maylor, Morse Solicitor, whose experiences have covered many parts of the world.

Interesting indeed are these experiences in the wilds of Africa when he had to depend upon the "sarang" or leader for his sole control over the Coolies until he could learn their language. Dangers surrounded them on all sides in wild animals and natives, not to speak of diseases, as black fever, during an epidemic of which the Coolies dropped off like flies and Maylor himself barely survived.

Experiences as interesting were not lacking in the other countries in which he worked, and through it all his acquaintanceship and power as a linguist increased, both of which qualities add to his worth to the Morse Company in carrying on the work upon foreign ships. He speaks Chinese, Japanese, Hindu, and several other languages.

Naturally with such a wide experience, he is an interesting man to meet and his thrilling tales of the East are very entertaining to those fortunate enough to meet him off duty.

Just previous to joining the staff of our New York Office, Mr. Maylor was a consulting engineer in the city and during that time designed some of the finest structural work on ships.

Such has been the interesting career of a Morse worker who is now devoting his entire experience and ability to the advancement of this organization, who typifies by his life the world-wide character of our service.

Theories of Wages

The final article in the series.

IN the previous articles in this series, we have exploded three theories of wages, the "Iron Law," the Wage Fund, and the Work Fund Theories, at the same time showing the element of truth in each. Our purpose has been to think through each theory not simply in generalities, but considering the full consequences and by so doing show that it is misleading and untrue as a whole.

We have seen that men put goods and service into the national "sack" and the more they put in the greater the amount of the "fund," which is not a fund at all, but a "flow." They certainly cannot expect to get out of the "sack" what they do not put in. To earn more, more must be produced.

In a discussion of the question of wages, it is important to realize that the amount of the national income, the "sack" out of which all wages are paid in the long run, is determined by several factors, not by one alone.

1. It depends upon the natural resources of a country;

2. The quality of the labor power, that is, the industry, education and ability of the people;

3. The amount of capital available.

Following is an interesting comparison of industries in Great Britain and the United States according to figures compiled in 1907 and 1909 respectively, showing the effect of machinery on the value of production per worker:

Industry	Horse-power employed per 1,00 workers per worker Gt.Brit.	U.S.	Value of production per worker Gt.Brit.	U.S.
Clothing	45	165	158	484
Butter and Cheese	1.5	5.5	1310	2979
Boots and Shoes	172	486	171	516
Cement	3.2	13.9	192	472
Cardboard Boxes	114	590	106	275

A British authority declares that this increased production per worker leads to greater consumption per man, that is, to his prosperity. It is pointed out that the 100 millions of people in the United States are adequately served as to our industrial needs by 8.35 millions of workers, while Britain requires 4.24 millions to supply the needs of 43.7 millions.

It is further shown that all over the world, wages are highest where there is the greatest amount of power and machinery in use, and where output is at its maximum. Workmen should find this out for themselves, that increased output is really in the interests of humanity and civilization, and of themselves.

More and more are workmen going to participate in the problems of industry. They are coming to a larger realization of the facts and conditions governing present day industrial life. They are going to take larger responsibilities and win greater rewards.

It is important that we should all learn to reason out rightly what is best for all, and the best education is that which teaches us how to think, rather than what to think.

—o—

War Hero Dies

FRIENDS in the Morse yard learned with regret of the death September 8 of Arthur Grant, a worker in the Hull Department for four years previous to the World War and a brother of Frank and Wallace Grant of the Outside Machinists.

He served with honor upwards of 15 months in Co. A, 164th Infantry, 41st Division, A.E.F., and there developed a spinal weakness. Returning home, his condition turned for the worse and was pronounced spinal meningitis. He was in the hospital six weeks, and was then taken to the home of his mother, 272 Fifty-seventh Street, Brooklyn, where he died nine days later. He was only 24 years old and was regarded as a splendid fellow by all who knew him. Deep sympathy of the men in the yard goes out to his mother and brothers in their bereavement.

The Closed or Open Shop—Which

By Elbert Hubbard

(Reprinted by Special Permission of the Roycrofters)

IN Eighteen Hundred Eighty-nine an engineer on a fast passenger-train became violently insane. The time on his run had been cut down to fifty miles an hour. It was very rapid running at that time, and told severely on the man's nerves. Suddenly, while at the throttle, reason gave way, and the engineer started to make a record run. He imagined there was another fast train just behind; his life was at stake, and safety for himself and his train demanded that he should make a hundred miles an hour.

He had nearly attained his pace and was flying past a station where he should have stopped for orders when the fireman, realizing the situation, laid the madman low with a link-pin, and the train was slowed down just in time to escape a wreck.

There is a natural law, well recognized and defined by men who think, called the Law of Diminishing Returns, sometimes referred to as the Law of Pivotal Points.

A man starts in to take systematic exercise, and he finds his strength increases. He takes more exercise and keeps on until he gets "stale"—that is, becomes sore and lame. He has passed the Pivotal Point and is getting a Diminishing Return. In running a railroad-engine, a certain amount of coal is required to pull a train of given weight a mile, say, at the rate of fifty miles an hour. You double the amount of your coal, and simple folks might say you double your speed, but railroadmen know better. The double amount of coal will give you only about sixty miles instead of fifty with a heavy train. Increase your coal and from this on you get a Diminishing Return. If you insist on eighty miles an hour you get your speed at a terrific cost and a terrible risk.

Another case: Your body requires a certain amount of food: the body is an engine; food is fuel; life is combustion. Better the quality and the quantity of your food, and up to a certain point you increase your strength. Go on increasing and you reach a point where you get Diminishing Returns. Go on increasing your food and you get death. Loan money at five per cent, and your investment is reasonably secure and safe. Loan money at ten per cent and you do not double the returns; on the contrary, you have taken on so much risk! Loan money at twenty per cent and you probably lose it; for the man who borrows at twenty per cent does not intend to pay if he can help it.

Labor-Unions well illustrate the Law of Diminishing Returns.

Labor-Unions have increased wages, shortened hours, introduced Government Factory-Inspection, have partly done away with child-labor, and done many other useful, excellent and beautiful things. But when Labor-Unions go beyond the Pivotal Point and attempt to dictate the amount of the output: forbidding any man to earn more than so much; decide on the proportion of apprentices to workmen, that is, who shall advance and who not; declare what work shall be done in schools or in prisons, and what not; tear out work that has been done by Non-Union men and require that it shall be done over by Union men; insist that you must join a Union, or else be deprived of the right to work—then the Union has passed the Pivotal Point, and has ceased to give an equitable return.

When your children do not go to school for fear of the cry of "scab"; when your wife dare not hang out the washing in the back yard for fear of the cry of "scab"; when you hesitate to go to your work, knowing you may be carried home on a shutter; when brickbats take the place of reason, and the Walking Delegate says, "Carry a Union Card or take out an Accident Policy"—then things have gone so far that in self-protection the Union must be temporarily laid low with a link-pin.

The people of America can not afford to let any combination of men become an engine for the destruction of liberty, be it Labor-Unions, Molly Maguires, or Ku Klux.

There are a million and a half men in America paying dues in Labor-Unions.

There are eight thousand paid Walking Delegates or Business Agents, who look to the laborers for support.

A million dollars a year is paid to organizers, the money being paid by the laborers.

Here we get an institution that supports a large number of men who do not work; who can call a strike or declare it off; who can prey on both employee and employer at will.

It is like a religious institution grown great, that lives and thrives on the fears of its constituents.

Local Unions meet weekly or daily. The men are called together in the "chapel" to receive orders. Conference and consultation are out of the question—Unions are run by the men who get paid for running them. And the talking men in any Union are, almost without exception, men who hope to rise through loyalty to the Union and not by helping along their employer. Did you ever hear of a Union where the men were called together to discuss methods and means to better the business that supplied them with work? Well, not exactly!

Members of a Union hope to rise by helping along the Union. They want more pay, shorter hours, and give their time to stating grievances that grow by telling. They wish to become Walking Delegates, organizers or officers in the Union. Men who are loyal to the firm; who have ambitions about furthering the business; who expect to become superintendents, foremen, partners and officers in the company, keep out of the Unions, because they are not wanted there. John Mitchell was right: "Once a laborer, always a laborer," if you are a Union man and work in a Closed Shop. The Closed Shop writes the life-sentence of every man in it, and shuts the man off from the assistance and friendship of the employer.

Labor-Union organizers constantly fan the fallacy that employers are the enemies of the men to whom they supply work; that capital is at war with labor, and that success lies in secretly combining against capital, and conspiring against capital.

The organizers and helpers are really paid attorneys, and their business is to distort the truth for their own interests.

Labor-Union meetings are all ex-parte—only one side is represented. The employer, his superintendents and foremen are carefully excluded.

With the Open Shop the Labor-Union is a good thing—it brings men together, and that which cements friendships and makes for brotherhood is well.

But the Closed Shop creates a sharp line of demarcation between labor and capital, and between Union and Non-Union men. It says, "Once a laborer, always a laborer." It stops the law of evolution; throttles ambition; stifles endeavor; and tends to make tramps of steady and honest workingmen. Workingmen who own homes can not afford to join Unions, and men who are in Unions can not afford to invest in homes. Because to strike is not a matter of choice; they have to throw up their jobs at the crook of the finger of a man who perhaps, has no home, no wife, no children, no aged parents. Men over forty who go on a strike do not get back.

Strikes are ordered by young men who have no property interests; no family ties and nothing to lose. For old men who can not earn the scale there is no work. Men with children to feed and clothe had better not forfeit the friendship of their employer by disregarding or opposing his interests.

When the Unions have power to dictate a Closed Shop, they have reached a point where they say, "You must join our Union or starve."

Unionism, like political parties and other forms of organization, is preyed upon by men who do not consider themselves a part of the United States and are evidently bent upon forcing the workers into mental servitude and a state of hypocrisy.

When Unionism gets to a point where it dictates to the employer whom he shall hire, and decides who shall have the right to labor and who not, then Unionism has become un-American—a menace too great to overlook. Unlimited power is always dangerous when centered in the hands of a few men.

The American Federation of Labor is controlled by eleven men.

These men are not workingmen. They may have been once, but now they live on the labor of others. They undertake to manipulate and regulate the lives of those who toil, and take toll for their service. The result is that, being human, they are drunk—power-crazed by success—and are attempting to run an engine fitted for fifty miles an hour at a speed of one hundred. It is the working out of the Law of Diminishing Returns. It is indicative of impending disaster.

From being a benefit, the Labor-Union has become a burden. The few men who control the Labor-Unions have created a phantom in their minds called "Capital" which they think is after them and is going to shunt them into the ditch. They have frightened the laborers so long with ghost-stories that they have come to believe their own fabrications.

What shall be done about this insane clutch for power? Must we forever endure the rule of the Demagogue?

Who is right in this question of "Labor versus Capital"?

I'll tell you: both sides are right and both sides are wrong. The capitalists of this country, for the most part, were once workingmen, and many are workingmen now.

And any laborer who owns a home and has a savings-bank account is a capitalist.

The Open Shop means liberty. The Closed Shop means slavery. Moreover, it means faction, feud, strife, violence.

The Open Shop will make employers considerate, and Labor-Unions c a u t i o u s. Employers are not base and grasping, any more than men who work for wages are truthful, trusting and intent on giving honest service.

Men are men, and safety lies in the balance of power.

The Union does not stand for labor—it only stands for such a portion of it as consents to be owned and dictated to by itself. The "pay-envelope" is all it knows or cares about.

Also, it cares nothing for production or the net result of labor. All it thinks of is more wages and shorter hours.

The despotism of Unionism, if it could have its way, would reach past human belief. It seeks to paralyze human freedom and stop progress.

The endeavor of Unionism is to make the job last, not to get it done. It assumes that the supply of work is limited and, if there are too many apprentices, the workingman will soon be on half-time.

Any man with this buzzing bee in his bonnet is already a failure. Superior men see no end to work, and all great men make work for thousands. They set armies to work and build cities where before were only prairie-dog towns.

The Unions have, as we have said, done much good in the past—to them we owe factory-inspection, child-labor laws and the shorter working-day. But because a thing is good in small doses is no proof that we can stand an unlimited quantity of it.

Our Labor-Union friends are lifting a fine cry about the injustice of injunctions. But what is their whole intent but to place an injunction of fear and coercion upon the employer, and thus obtain their ends.

THE MORSE
DRY DOCK DIAL

A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company, and to the interests of the Company

BERT EDWARD BARNES, Editor
Don Record, Assistant Editor
Willard B. Prince, Art Editor
E. Donnelly, Cartoonist

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Vol. 4 OCTOBER, 1921 No. 10

Courage and wisdom are the two great powers making a life a tremendous power in the world, for self and for others.

Retrenchment

THE world moves in cycles. Undue inflation must be followed by deflation. Periods of prosperity not builded on sound economic conditions must be followed by retrenchment.

Just as every wave on the ocean in reality is constantly completing a cycle with each revolution of its particles a little nearer the shore, so the world and the people in it will continue to have "ups and downs," but with each complete cycle meaning progress and advancement.

It is difficult to see as much from the valley as from the mountain-top, yet it is in the valley and on the plain that the great crops grow which give people food and clothes. Valleys are perhaps more important in agriculture than the mountain-tops.

So it is in industrial life. The period of depression is the time when force is developed for the greater achievements of the future.

The Morse Company in common with the entire shipping world is now going through a period of retrenchment. Its purpose is to co-operate with shipping interests in reducing costs of ship repairs to the minimum and so speed the time when shipping operations may regain a measure of prosperity.

Overhead expenses are being cut down, departments consolidated, personnel is being reduced, every item of expense about the plant is under examination as to its value in operations under the conditions now prevailing.

Many of the changes have worked hardships, perhaps. Activities discontinued have caused regret, but each part of the retrenchment program has been with a view to the larger aspects of the problem which business is facing and a definite move to bring back stability in industry and better conditions for all who are directly or indirectly affected.

Already a change for the better is in sight. The United States Shipping Board is apparently making progress in the chaos which faced the new members on taking office nearly six months ago. Continued advancement along this line, together with the pick-up in all lines of business, will go far toward regaining level ground.

The unemployment situation is the most serious part of the present problem. Men want to work and earn the money to properly support themselves and their families. It is right and best for all concerned that they should do so, and an early return to normal conditions in this respect is hoped for. Meanwhile, many have found work outside their regular lines, even at much less pay in many cases, temporarily, in order to make the best of the present situation. Others are working part time, striving to make both ends meet on the reduced income.

The rays of sunshine through the cloud are the courage and fortitude with which workers are facing their individual difficulties and the belief that better conditions of employment are not far off, but for the present the effort must be to find work and "carry on" as the world cycle moves slowly in its upward course.

Deadly Liquor

MEN, if you value your lives, don't buy or drink the liquor sold on ships coming into the yard. It is deadly stuff.

We know one man who took one drink and collapsed and was taken home in a stupor. The liquor was analyzed and found to be made up of ether, Jamaica Ginger and cologne, a killing dose. Had he taken more he no doubt would have died at once.

A number of other men have been knocked out in the same manner and it is believed that *The Dial* should warn the men of this danger. The crews of ships coming here do not care what the result may be. All they want is the money. They can sell poison at a low price and still make a big profit, not caring whether the one who buys it dies or not. They know they are safe. "Dead men tell no tales."

The only safe way is not to buy liquor from ships, or in fact any of the stuff sold as liquor. Protect your families.

Safety First.

Selflessness

DID you ever see a dog with a big bone growl over it and keep a smaller dog away when there was plenty for two? He cannot enjoy his prize himself nor will he give enjoyment to the other. The selfishness of the larger dog deprives both of the good which the bone offers.

Doubtless the larger dog's action is a survival of the days when his wild ancestors were compelled to fight for all they ate, when they were not sure of a morsel until it was swallowed.

In those days probably people were very much like the dogs in taking what they could get. A man would fight his neighbor to get possession of his neighbor's goods and the stronger would prevail.

Instead of building his own house and thereby assuring that when it was built it would be safe from aggression, he would drive out his neighbor and then spend his time defending his ill-gotten prize. Life was destructive, not constructive; selfish, not co-operative.

Times have changed for both dogs and men.

Now, most dogs do not have to fight for a living. They have time to herd sheep or cattle, hunt, watch property, or just give pleasure.

Men have learned that co-operative effort is better than fighting. Now, when a man builds a house or career, it is comparatively safe.

Yet, there are still reminders of pre-historic man in the selfishness of individuals, the spirit of "looking out for Number One." The grafter, the crooked politician, the "end seat hog" in the trolley, anyone who seeks his own ends and welfare without care or regard for the welfare of others, is selfish; and the result is neither for his own highest good or the highest good of the world.

How much better is that spirit of human sympathy, kindness and thoughtfulness of others, working always for the best, and finding the supreme joy of life in helping to make the world better, happier and more beautiful.

It may be well summed up in the word Selflessness, subordinating selfish motives to the greater good of all. It means developing the best in self and using that best in real achievement,—not in pulling down a neighbor's house, but in building, always ready with the kind word and the helping hand in small ways as well as large.

Just as four men can lift a log that one cannot budge, so co-operation resulting from selflessness will lift the world to a new plane of progress and happiness.

Business and the Workman

In the present time of industrial stress, ideas which make for clearer thinking and better understanding are worthwhile. They are more than worthwhile. They are essential.

That is why we are printing herewith a few salient points from an article by Harry A. Earnshaw in the September issue of the "American Mutual Magazine." To our mind the writer meets some present day problems with remarkable fairness and insight.

The object of and reason for business, he says, is to make profit for its owners. But that business man is blind who does not see the larger meaning of business,—that its object is the *service of man in the interests of man.*

Society has called business into being because all of us need it. Whether the business is repairing ships or manufacturing cloth or selling groceries, it is serving us, and when it ceases to efficiently contribute to our needs, it must soon cease to exist.

That is why we are not the foes of business, but rather are the real owners of business. Just as we have the right to discharge a servant, so we have the right to boycott business, but as long as business serves us fairly and efficiently, it is not for our interest to do so.

Radicals are making vicious attacks on business. They would in fact overthrow all business, the entire social and economic structure under which we have made our greatest progress. They would substitute the paralyzed and paralyzing hand of government ownership for private enterprise, honorable ambition, and individual initiative.

They would have us believe the man who works eight hours is entitled to the same reward as the one who works ten hours, and the man who toils six hours, the same as he who labors eight. The conclusion of such reasoning releases all men from any obligation to work at all.

To reduce the cost of living, they would raise the price of labor, or work, by which the necessities of life are produced. They promise to eliminate all sickness, sorrow, misfortune, heartache, sadness, poverty, misery and danger from life by the simple passing of a few laws.

Indeed, they picture a life lying at ease on a bed of flowers in a land flowing with milk and honey, listening to the strains of some invisible, divine orchestra,—while the government does all the work.

The outcome in Russia of the attempt to carry out these theories, the poverty, hardship and anarchy that has resulted, the appeal to the other nations of the world to save the people from death by starvation, the calling back of business men to restore the economic structure for producing the necessities of life, is enough to burst the bubble of the radical agitators, yet they continue to preach their doctrines to all who will listen. They would lead us step by step along the same disastrous road, if they could.

To live, we must work. The harder we work, the better we can live.

The obligation to work does not apply to a few, but to all. The man who puts but fifty per cent. of himself into life cannot expect life to turn around and give him one hundred per cent.

To individuals and business, the call of the world is service. Only as both give their full measure of service can either succeed.

Success is doing the job better than the other fellow.

Association Calendar

Relief Committee meets every Monday at 4 p. m.

Accident Prevention Committee, first Monday of every month.

Entertainment Committee, first Tuesday of every month.

Fire Prevention Committee, first Wednesday of every month.

Finance Committee, last Tuesday of every month.

Directors, last Wednesday of every month.

Association entertainment and business meeting last Wednesday of every month, unless, otherwise announced.

Employees Association Directory

OFFICERS

President—JOSEPH McGUIRK
Hull Department

Vice-President—FRANK MACK
Sheet Metal Department

Secretary—EDWARD HANNAVIN
Brass Storeroom

Treasurer—MORTIMER W. MEAD
Office

Directors and Conference Board Members (d) for Directors; (c) for Conference Board

CARPENTERS, JOINERS, PAINTERS and WOOD CAULKERS— John Tolson (d), Wallace Livermore (c), James Larkin (c)

OUTSIDE MACHINISTS—John Boylan (d), John Oliver (c), James Wolfe (c)

INSIDE MACHINISTS—Hugh McQuillan (d), Leonard Privatero (c), Paul Boehme (c)

PIPE FITTERS AND PLUMBERS—Michael O'Dea (d), Charles Schultz (c), William Martin (c)

BLACKSMITHS—James Tester (d), Robert McQueen (c), Oscar Skoog (c)

RIGGERS AND DOCK HANDS—Harry Carlson (d), Oscar Munson (c), Walter Geiss (c)

COPPERSMITHS AND PIPE COVERERS—Thomas Hayes (d)

BOILERMAKERS—Charles Gilmore (d), Thomas Cornell (c), Thomas McNamara (c)

OFFICE, ESTIMATORS AND SOLICITORS—Frank Falconer (d), Miss Marjorie H. Davis (c), George F. Keenan (c)

DRAUGHTSMEN, PATTERN MAKERS, INSPECTORS—Fred Woods (d), James M. Donovan (c), Thomas C. Rathbone (c)

SHEET METAL WORKERS—Joe Bovine (d), George Thwaites (c), Gene Kenney (c)

PLATE SHOP—Edward McGibney (d), George Drew (c), Louis Leiser (c)

ELECTRICIANS—Harry Jost (d), Thos. White (c)

HULL DEPARTMENT—Al. Simondinger (d), David Lyle (c), Joseph Toomey (c)

BURNERS AND WELDERS—James MacFarlane (d), Charles Menzies (c)

LABORERS—Dominick Croce (d), Edward Cox (c), Bernard O'Rourke (c)

MISCELLANEOUS—Including Chauffeurs, Storeroom Hands, Garage Mechanics, Crews of Launches, Timekeepers and Watchmen—A. R. Ingraham (d), Morton Schonberg (c)

COMMITTEES

RELIEF COMMITTEE—Joe Frank (Dock Hands), Frank Falconer (Hospital), Charles Pearson (Outside Machinists).

ACCIDENT PREVENTION COMMITTEE—Martin Carroll (Riggers), George Ashe (Inside Machinists), Oscar Munson (Riggers), Anthony Manno (Hull Department), John Ryan (Pipe Shop).

ENTERTAINMENT COMMITTEE — Tom Rathbone (Draftsman), Pete Bresnan (Carpenters), Charles Jennings (Plate Shop), William Carr (Pipe Shop).

FINANCE COMMITTEE—Thomas Rathbone (Draftsman), Harry Anderson (Carpenters), Louis Leiser (Plate Shop).

FIRE PREVENTION—David Lyle (Hull Department), Charles Ambriano (Inside Machinists Apprentice), Charles Hahne (Inside Machinists).

Eight Big Acts

ALL who attended the first of the indoor meetings of the Employee's Association, September 14, following the yard entertainments of the summer months, were treated to a fine eight-act vaudeville show. A fair sized crowd was present, making up with enthusiasm the lack of numbers.

Following the snappy opening music by Clancy's Jazz Orchestra, Saunders, Comedy Juggler, fairly took his audience's breath with his clever stunts, and closed his act with an excellent exhibition of chalk artistry.

Mike Scott, the Roving Irishman, won a big hand as the champion clog dancer of England and Ireland. He interspersed his dancing with comments and jokes.

Dick and Alice McAvoy, creators of their noted newsboy act, had a line of jokes and repartee as well as songs and dances. They took many liberties with the English language and made a great hit with the play on words.

"Mar-*vee*-lee-ous" was really clever with his fingers as well as his line of talk. He won a big laugh right off the reel when he was introduced as "Michael Murphy, the Irish Philosopher." "Mike" is of the Yiddish persuasion. He did a few juggling tricks and then called up Willie Olsen and Howard Thompson, Morse Office Boys, from the audience and used them as foils for his tricks and humor. The climax came when he took a live rabbit from the inside of Howard Thompson's coat.

The Della Tour Sisters were charming with pink toes and dimpled knees in a singing and dancing act, making their biggest hit in the song, "Come Along With Me."

Mildred Del Monte sang popular songs and with Joe McGuirk as chorus leader encouraged the audience to join in the choruses. After the first one the boys didn't need any encouragement and Mildred had difficulty in making them stop calling for more.

Billie Barlow had some songs and jokes in a skit called "Odds and Ends," closing with take-offs on members of the audience composed in rhyme as he went along.

Bordeaux and Bennett closed this part of the entertainment with songs, jokes and humorous animal imitations.

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Immigration Race

INSIDE details of the present competition among ships carrying immigrants to this country were brought to the Morse yard recently when the *S.S. King Alexander* of Greece came here for drydocking and hull inspection.

With the August quota of Greek immigrants filled, the *King Alexander* and the *Acropolis* carrying between them more than the entire September quota, waited outside the three-mile limit until the first day of the new month, then raced for Quarantine. Each wanted to be first in order that its passengers might be admitted while the other ship would be forced to carry back the surplus.

The race was fast and furious with both steamers crowded to the limit, speeding bow to bow. The *King Alexander* was the larger boat, however, and pulled away from her rival just enough to win by a minute. Thus, her passengers had first chance among the favored to be admitted in September under the new immigration laws.

Good sense will not permit horse play and dare-devil chances, many of which result in serious accidents. The so-called fun doesn't pay the hospital bill. Practice Safety First.

Help Quell Cargo Fire

MANY and varied are the demands made upon Morse men in the various lines of ship repairs, but it remained for an emergency of a burning cargo to call into play a new activity.

The Shipping Board vessel *East Cape* was lying at Pier 4, Army Base, loaded with 2,500 bales of cotton and 500 bales of tobacco, when a fire started in the cotton due to spontaneous combustion, and smoke began pouring from the hatches.

The captain immediately set his crew to hoisting out the burning bales, but the blaze spread rapidly and the Brooklyn fire department was summoned. The land firemen with the aid of two fireboats, in spite of the terrific heat and suffocating smoke, poured more than a dozen streams of water into the after hold, yet the fire spread to the tobacco in spite of the thousands of gallons of water which even caused the vessel to settle visibly.

Then it was that a call was sent to the Morse Company to cut through the hottest part of the deck with oxyacetylene torches. The efficiency and quickness of this tool was demonstrated when in a remarkably short time, a fifteen-foot aperture was opened in the deck and water poured through this hole quickly smothered the blaze.

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Departments Joined

AS a part of the Company's policy of co-operating with shipping interests in cutting costs to the very limit, two departments in the yard have been consolidated with two other departments. The Burning and Welding Department is now joined with the Hull Department, Walter Crawford, Foreman, and William McEwen, Assistant Foreman. The Laborers are united with the Riggers. The object is to reduce overhead expenses and it is believed that with the present volume of work no decrease in efficiency and the excellence of service offered to shipowners here will result.

—o—

Fitted for New Service

ONE of the important repair jobs of the past few weeks has been the work on the *S.S. Dakotan* of the American-Hawaiian Line. This ship was found to be weak about the stern and as a result the stern frame was entirely renewed and the three-quarter inch plates in that part of the vessel were replaced with inch plates, making the *Dakotan* capable of enduring the stress of sea and the vibration of the propeller without danger of giving way in this vital part of her shell.

In addition to the hull work, the ship was completely overhauled and put in first-class condition in preparation for carrying general freight cargoes after being engaged in the coal trade for the past few months.

—o—

The first step in getting your own is to know what you want.

A gossip often pretends to be very sympathetic when she is merely curious to get all the details.

Last Word in Freight Carriers

MORSE workmen had the opportunity of viewing one of the newest and finest freight vessels in the world recently when the *S.S. Manulani* of the Matson Navigation Company came here for drydocking and hull inspection.

This 14,000-ton ship, built by the Moore Shipbuilding Company, Oakland, Calif., has been in commission only since April 28 and is indeed the last word in freight carriers. Her accommodations for officers and crew alike are equal to the best on most passenger liners with dining room and galley richly furnished and spotlessly clean.

She is 497 feet long and 63 feet beam and her cargo capacity is equivalent to the freight carried by 34 trains of 30 cars each. She is an oil burner and equipped with two Westinghouse turbines connected to one screw. All the engine equipment is placed far back in the stern leaving the major part of the ship for cargo.

The engine room is the pride of the crew. It is bright with buff colored and white paint and is kept as clean as a parlor. A complete machine shop and ice making plant is connected with the engine room, a series of port holes making these shops light and attractive.

The *Manulani* is excellently equipped for transporting fruit, having built-in racks and specially cooled chambers. Her usual run is between San Francisco and the Hawaiian Islands. These islands are unique in that they produce but two crops, sugar cane and pineapple, but they produce these in large quantities, and in return they demand for their 256,000 inhabitants all sorts of imports, from lumber and fuel to automobiles and clothing. Thus the ships on this run are assured a full cargo waiting for them at both ends of the route and no time is lost speeding back and forth.

In her trip to this coast, the *Manulani* brought a cargo of sugar by way of the Panama Canal, and on leaving the Morse yard carried a general cargo back to the Pacific Coast. She will then return to the island trade mingling the hustle and bustle of our business world with the tropical quiet and langor of the isles of the western sea.

The name *Manulani* is Hawaiian for "Bird of Paradise" and this ship is indeed well named, for what the Bird of Paradise is among the feathered folks, the *Manulani* is to the realm of the deep.

—o—

Heaven is largely a matter of digestion.

Relaxation is the first requirement of strength.

To lose one's self-respect is the only calamity.

To give orders one must first be able to obey orders.

The average doctor is an advance-agent for disease, not health.

—o—

Nature has no use for the person who quits, so she just takes his word for it.

Laughter, friend, is the sound you always hear when you chase your hat down the street.

If you don't think co-operation is necessary, watch what happens to a wagon, if one wheel comes off.

With Our Old Timers

MACHINIST, Engineer, Solicitor with all the attendant perils and exciting experiences, Hero! That is the record of Henry Rochelle in his 19 years service with the Morse Company.

Starting as a gang helper with the Outside Machinists, he later joined the Inside Machinists, and then became a Pipefitter. After five years' work in the Yard, he was transferred to the marine branch of the service.

He had charge of installing the engine and boiler in the *Elsa*, the first of the Morse scoutboats, and became her chief engineer. He also assisted in putting the engines in the *E. P. Morse*, now the *Say When*, and about the same time was made a Solicitor for the Company.

Henry Rochelle

Those were the exciting days. Up in the cold gray darkness of winter mornings, racing to first reach the incoming ship and get the job for the Morse Company. Fast and furious were the races with the scout-boats of competing ship repair companies, for almost always the first to reach the incoming vessel would secure the contract for needed repairs.

The race to the ship, the hail to the captain, the invitation on board, the climb up the side of the vessel on a swinging rope ladder, and finally getting the captain to sign on the dotted line, all this with the ship going at a high rate of speed certainly was not without its thrill and danger.

Once indeed the rope ladder parted from the rail and spilled Rochelle into the sea, the rope tangled about him. With the tide carrying him back while the ship and the *Say When* were speeding ahead, his was indeed a precarious condition. Only his presence of mind and strength as a swimmer kept him afloat through the long minutes until the *Say When* could put about and come to his rescue.

Through continuous risks and adventures, Rochelle has done much in saving lives of others. Seven rescues are a tribute to his heroism. Once, without stopping to remove his clothes, he dived off the Battery wall and brought to safety a drowning man. At another time, a little girl bathing off quarantine was being carried out by the tide when Henry plunged in and rescued her. For this feat he was presented with a medal by the foremen of the Morse Company.

When the present soliciting boat, the *Emily*, was purchased, Rochelle superintended changing her power from gasoline to steam, and three years ago served as her chief engineer in a matched race with the boat of a rival yard for a purse, the *Emily* bringing home the bacon.

Such in brief is an inkling of Henry Rochelle's service of 19 years with this company. For the past 14 years every morning he has been on the job at 5 a. m., speeding over the waves whether in the early dawn of the summer morning or the icy chill of the winter darkness, long before most workmen have left their downy couches.

Carrying the word of Morse Service personally to the ships and doing much to spread the fame of deeds accomplished here, has been his contribution as well as bringing hundreds of ships to the yard to benefit by that service.

Socially, Henry is not only popular and a hail-fellow-well-met among those who know him, but also a star bowler and a scream as a "lady endman" in the Minstrel Show.

A Harbor Spectacle

THE point of vantage of the Morse yard for seeing unusual happenings in New York harbor gave those here opportunity to view the ceremonies accompanying the return on September 16 of the bodies of the fifteen Americans who were victims of the explosion of the ZR-2 at Hull, England.

Heralded by the whirring of the motors of seven seaplanes, the British cruiser *Dauntless* steamed up the bay under reduced speed accompanyed by six American destroyers. The fifteen coffins were atop the after superstructure and each was draped with the American flag and piled high with flowers.

The American destroyers met the *Dauntless* at day break that morning 120 miles at sea, while the seaplanes met her 15 miles east of Ambrose Light. The British cruiser on entering the harbor fired the national salute of 21 guns and her marines stood motionless with reversed arms surrounding the coffins during the slow procession up the harbor.

At Governor's Island the destroyers drew away, while the seaplanes continued to circle overhead until the *Dauntless* docked at the Navy Yard.

Companions Safety

A BADLY burned hand was second in consideration with Frank Mangan, Hull Department, to the safety of his fellow workmen. A paint can, which he was carrying from below in the *S.S. Oneka*, caught fire from a hot rivet carelessly dropped by a rivet boy. Instead of dropping the flaming missile on the heads of his companions below, Mangan bravely carried it to the next deck and smothered the blaze. Asked why he didn't drop the can, when it was seen how badly his hand was burned, he replied with a grim smile, "How about the other fellows?"

The important thing in life is to possess a great aim, and to possess the aptitude and perseverance to attain it.—Goethe.

Know the value of time; seize and enjoy every moment of it.—Earl of Chesterfield.

Learn the luxury of doing good.—Goldsmith.

Liberty exists in proportion to wholesome restraint.—Daniel Webster.

Steamer Lost

MORSE men who remembered the Shipping Board steamer *Black Arrow* as the first vessel raised on Dry Dock No. 2, were sorry to read the report that this ship sank recently off the west coast of Spain after going on the rocks.

It was more than three years ago that *Black Arrow* had the honor of being the vessel to inaugurate the service to the shipping world of our 30,000-ton dry dock, the largest floating sectional dry dock in the world.

Since that time, our great lifting device has become known not only as the largest of its kind, but one of the most noted docks ever built. The remarkable speed and safety with which it raises vessels has become one of the wonders of the shipping world. Small ships lifted in 11 minutes, the *Minnesota*, world's largest cargo carrier, and the *Canopic* of the White Star Line, raised high and dry in 25 minutes, the *America*, 22,622 tons lifted in 28 minutes and seven seconds, are some of the achievements of this great dry dock.

Thus it was that much interest attached to the *Black Arrow* by Morse men because of her unique associations with this dock and they experienced real regret at her loss. She was formerly the German steamer *Rhaetia*, taken over during the war. She was of 6,600 tons and was being operated by the Ward Line. According to the report, all passengers on board were saved, but the cargo was lost.

Everything But Airplanes

UP-TO-DATE facilities and equipment are essential to any modern industrial plant, but this is especially true in a ship repair yard because of the frequent necessity of "getting it done" quickly.

Speed is important to a vessel about to sail. And speed is likewise important in reconditioning that the ship may more quickly go into profitable service.

That the Morse Company is capable of this speed has been shown again. Whether it is a big job like reconditioning the *America*, or only a small job, it makes no difference. Men, shops and facilities are always ready to carry it through, not only with the excellence for which our service is noted, but quickly.

Among the complete facilities which make this possible, not the least important is our land motor fleet. Approximately 40 motor vehicles, including trucks, cars, electrics, and a tractor, are instantly available in completing a job successfully.

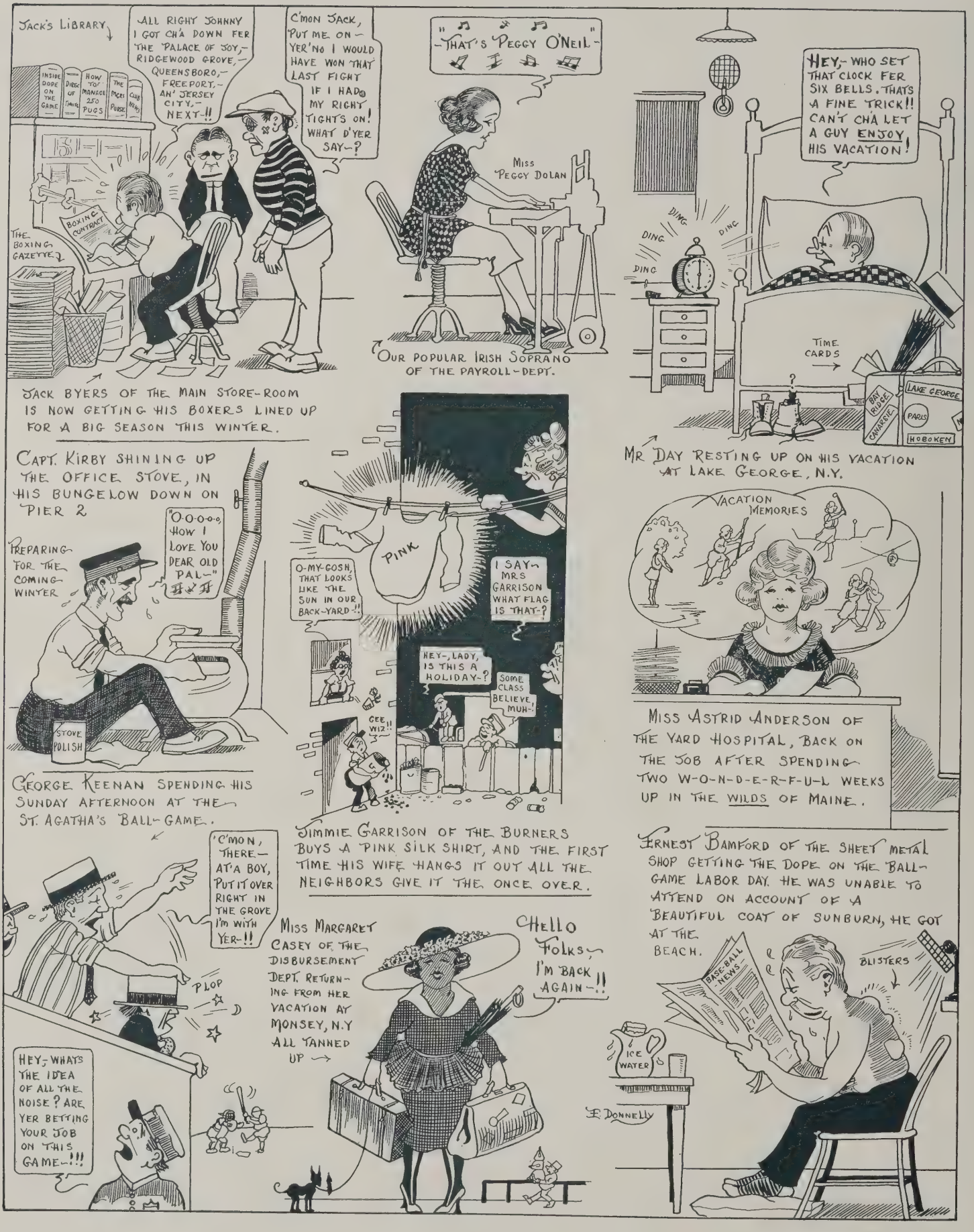
Men needed for emergency work at night? Morse Fords will have them on the job in jig time whether the ship is in the yard, stream or Hoboken.

Trucks will carry material quickly from the yard to the vessel, wherever it may be. Likewise the trucks and little electric "scoots" speed the carrying of material about the yard and from shop to ship. The tractor has a wide variety of uses, each serving to facilitate the work of the plant.

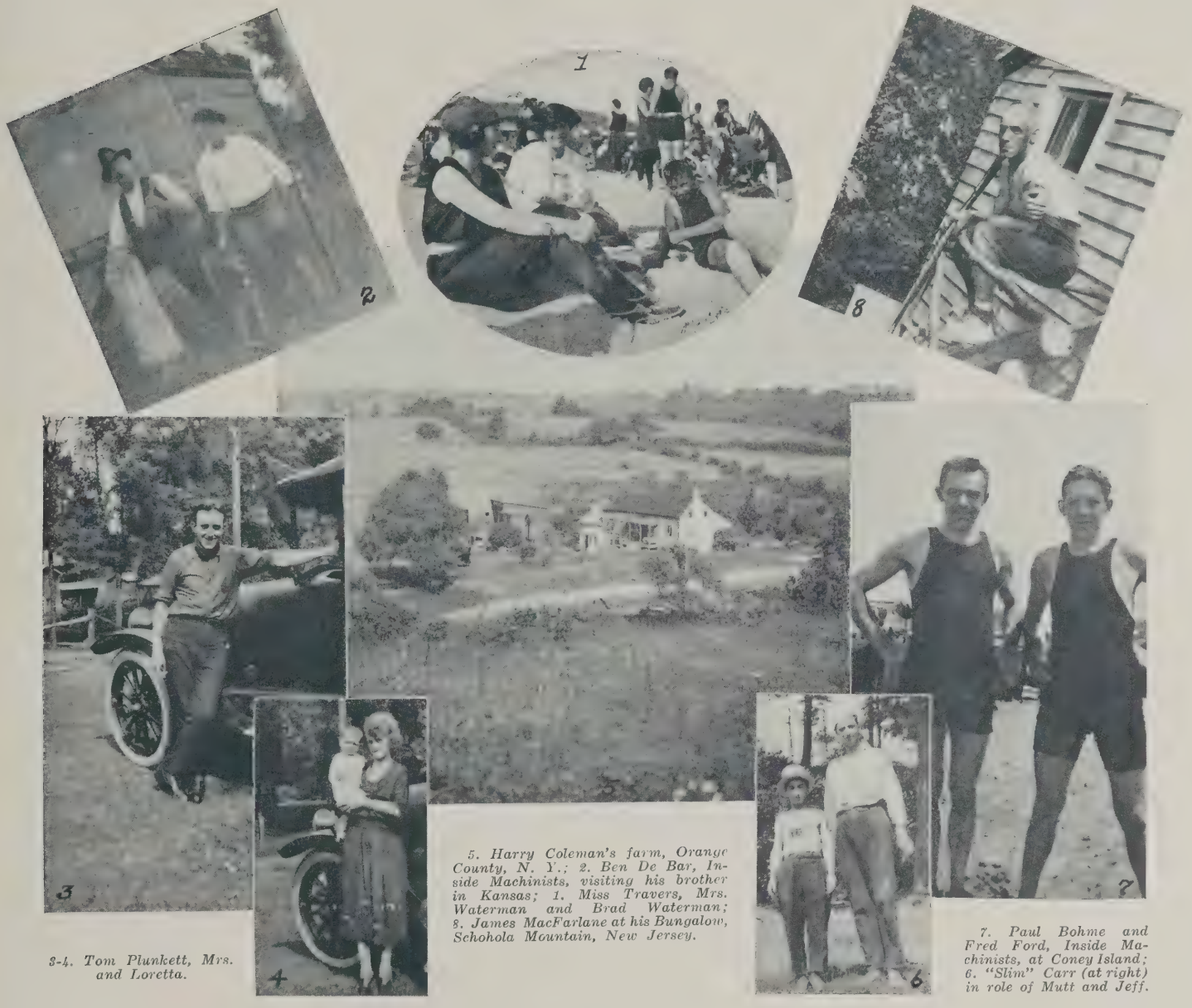
Three garages in the yard with equipment for repairs and supplies make sure that these autos are always ready for service. Thus it is that our land motor fleet has made a name for itself largely assisting in the speed records made here in ship repairs and spreading the fame of Morse Service.

VACATION MEMORIES

By Edwin E. Donnelly, Dial Cartoonist


JACK'S LIBRARY
INSIDE DOPE ON THE GAME
DIRGE OF TAPS
HOW TO MANAGE 250 PUGS
THE MICK PURSE
CLUB NEWS
ALL RIGHT JOHNNY I GOT CHA DOWN FER THE PALACE OF JOY,— RIDGEWOOD GROVE,— QUEENSBORO,— FREEPORT,— AN' JERSEY CITY,— NEXT—!!
C'MON JACK, PUT ME ON— YER'NO I WOULD HAVE WON THAT LAST FIGHT IF I HAD MY RIGHT TIGHTS ON! WHAT D'YER SAY—?
BOXING CONTRACT
THE BOXING GAZETTE
JACK BYERS OF THE MAIN STORE-ROOM IS NOW GETTING HIS BOXERS LINED UP FOR A BIG SEASON THIS WINTER.
"THAT'S PEGGY O'NEIL"
MISS PEGGY DOLAN
OUR POPULAR IRISH SOPRANO OF THE PAYROLL-DEPT.
HEY,— WHO SET THAT CLOCK FER SIX BELLS. THAT'S A FINE TRICK!! CAN'T CHA LET A GUY ENJOY HIS VACATION!
DING
DING
DING
DING
TIME CARDS
BAY RIDGE
LAKE GEORGE
CANARSIE
PARIS
HOBOKEN
MR DAY RESTING UP ON HIS VACATION AT LAKE GEORGE, N.Y.
CAPT. KIRBY SHINING UP THE OFFICE STOVE, IN HIS BUNGELOW DOWN ON PIER 2
PREPARING FOR THE COMING WINTER
"O-O-O-O-O, HOW I LOVE YOU DEAR OLD PAL—"
STOVE POLISH
GEORGE KEENAN SPENDING HIS SUNDAY AFTERNOON AT THE ST. AGATHA'S BALL-GAME.
PINK
O-MY-GOSH, THAT LOOKS LIKE THE SUN IN OUR BACK-YARD!!
I SAY— MRS GARRISON WHAT FLAG IS THAT—?
HEY—, LADY, IS THIS A HOLIDAY—?
SOME CLASS BELIEVE, MUH—!
GEE WIZ!!
JIMMIE GARRISON OF THE BURNERS BUYS A PINK SILK SHIRT, AND THE FIRST TIME HIS WIFE HANGS IT OUT ALL THE NEIGHBORS GIVE IT THE ONCE OVER.
VACATION MEMORIES
MISS ASTRID ANDERSON OF THE YARD HOSPITAL, BACK ON THE JOB AFTER SPENDING TWO W-O-N-D-E-R-F-U-L WEEKS UP IN THE WILDS OF MAINE.
'C'MON, THERE— AT'A BOY, PUT IT OVER RIGHT IN THE GROVE I'm WITH YER—!!
PLOP
HEY, WHAT'S THE IDEA OF ALL THE NOISE? ARE YER BETTING YOUR JOB ON THIS GAME—!!!
MISS MARGARET CASEY OF THE DISBURSEMENT DEPT. RETURNING FROM HER VACATION AT MONSEY, N.Y. ALL TANNED UP
HELLO FOLKS, I'M BACK AGAIN—!!
ERNEST BAMFORD OF THE SHEET METAL SHOP GETTING THE DOPE ON THE BALL-GAME LABOR DAY. HE WAS UNABLE TO ATTEND ON ACCOUNT OF A BEAUTIFUL COAT OF SUNBURN, HE GOT AT THE BEACH.
BASE-BALL NEWS
BLISTERS
ICE WATER
E. DONNELLY

Vacation Snapshots



3-4. Tom Plunkett, Mrs. and Loretta.

5. Harry Coleman's farm, Orange County, N. Y.; 2. Ben De Bar, Inside Machinists, visiting his brother in Kansas; 1. Miss Travers, Mrs. Waterman and Brad Waterman; 8. James MacFarlane at his Bungalow, Schohola Mountain, New Jersey.

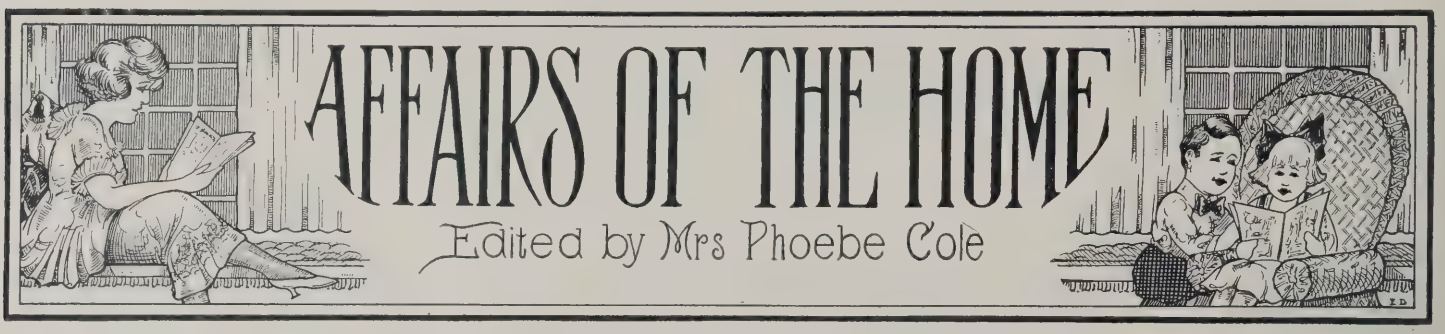
7. Paul Bohme and Fred Ford, Inside Machinists, at Coney Island; 6. "Slim" Carr (at right) in role of Mutt and Jeff.

A Wraith of Vacation Time

In its color, shade and shine,
'Twas a summer warm as wine,
With an effervescent flavoring of flowered bough and vine,
And a fragrance and a taste
Of ripe roses gone to waste,
And a dreamy sense of sun and moon and starlight interlaced.

'Twas a summer such as broods
O'er enchanted solitudes,
Where the hand of fancy leads us through voluptuary moods,
And with lavish love outpours
All the wealth of out-of-doors,
And woos our feet o'er velvet paths and honeysuckle floors.

James Whitcomb Riley



A Plea for Sincerity and Simplicity

I AM always overhearing things. You'd almost think me a professional eavesdropper, judging by the number of things I am always confessing that I have overheard. Oh well, it isn't all my fault. The American voice, you know, is proverbially high-pitched, and women especially, these days, seem as willing to confide all their conversation to the whole wide world as they powder their noses in public. So some of the things I overhear I couldn't escape hearing unless I lost my hearing.

Well anyhow, this is what I heard.

"Oh, I'm *terribly* glad to see you! It's simply ages since I've seen you. But I've thought of you so often. How well you look! Really, you look about ten years younger! Why don't you come out to dinner some night? Then we could have a real visit. I'd just love to have you. I haven't a maid just now, but if the folks can stand my cooking for weeks at a time when I'm without a maid maybe you could for one dinner. Ha Ha Ha!"

All of this sounded very gay and friendly, you will admit. Gay enough and friendly enough to convince the woman thus addressed that a real welcome awaited her in another woman's home, I am sure.

But I happened to remain, and I happened to overhear what was said afterward.

"Who in the world is that?" queried the woman's husband, or words to that effect.

"Oh, she's a funny old thing I used to know. Mercy, what a dreadful old frump she's got to be! I'd absolutely forgotten all about her."

"That was a good line about your not having a hired girl JUST NOW!" and the man laughed disagreeably.

"Oh well, she'll never come out anyhow, so what's the difference? Anyhow, she used to be quite intimate with the Prestons, and may be yet for all I know, and I certainly wouldn't want *them* to know I do all my own work and slave like a dog." Etc.

This woman was typical of thousands in America who are gushingly insincere in their protestations of friendship and hospitality, and ashamed of the perfectly respectable act of doing their own housework. Being insincere is something a woman *ought* to be ashamed of. Doing her own work—if she does it both efficiently and pleasantly, is something any woman can very well be *proud* of.

Married women are not the only ones who like to pretend, to people they think they will never find them out, that they are living in the lap of luxury, with servants bustling about waiting on them.

There are lots of business girls, and school girls too, who like to pretend that their homes are a whole lot grander than they really are, and that Dad is a cross between a foreign ambassador and John Drew—dignified and elegant, you know, when in reality he's just a darn good mechanic, with black under his nails that wouldn't come out Cutex plus dynamite, and about as much dignity as Charlie Chaplin's shoes.

Why pretend? Why try to make folks believe they're working just for pin-money and to escape being bored with doing nothing, if they are really helping support a poor but respectable family of hard-working individuals.? Surely there is no nobler act than helping the parents who have done so much for us when we were little.

Living simply, in little homes with big mortgages, perhaps, or in cheap apartments on side streets, is no disgrace, if we keep our homes tidy and sweet and happy and loving. Doing our own hard jobs, such as cooking and laundry and sewing and cleaning, is no disgrace, unless we do those jobs badly. Having work-hardened hands is nothing to be ashamed of, and having a Dad who wears overalls *and honors them* by his faithful, efficient labor, and a Mother whose shoulders are bent and whose hands are gnarled with toil, is something to be mighty proud of, seems to me.

Let's be sincere, and let's not pretend!

Household Hints

A good substitute for pastry flour is the humble cornstarch. Use one tablespoonful of cornstarch to each cup of flour, sifting them together. This will make the cake light and fluffy.

Oxygen is the best medicine in the world, and the cheapest. Everybody, sick or well, should use this wonderful tonic.

Eggs will whip up lighter and stay up, which is important for pies like lemon meringue, if you will add a pinch of baking powder to them while whipping.

The test of a good housekeeper is not how dainty the parlor curtains are, but how clean the kitchen sink and the cupboards are.

Well nourished children do not need to eat between meals.

Lots of these cute little feminine feet you see tripping along the streets in pointed-toed Number Threes, with French heels, don't feel nearly as well as they look.

Some daughters who won't wear anything but silk stockings have nice old mothers who never wore anything but cotton in their lives.

Free Things

WHEN freedom from her mountain height unfurled her banners to the air, she probably did not see how many free blessings she was inaugurating.

Every house keeper should know and take advantage of the many free things which are to be enjoyed for the asking. Free public libraries, free public swimming pools in most of the large cities, where free instruction in swimming is usually included, free parks and play-grounds, and free concerts and lectures, are usually well patronized. But there are many other free things which are well worth knowing about and using.

Did you know that the government of the United States has waiting for you literally dozens of pamphlets, prepared by experts, on almost every subject under the sun? All you have to do is send a postal card, clearly stating your name and address, and the subject which interests you, and you will receive the bulletin.

Do you wish to learn how to can fruit or vegetables? Tell your Uncle Sammie and he will do the rest. Is your little boy eager to make a butterfly collection this summer, or to start a little bird study club? Uncle Sam has a dandy bulletin about butterflies, how to catch, kill and mount them; since most of the butterflies we see do harm and no good, it is really a very good thing to kill them, and prevent their laying eggs which would later develop into millions of nasty crawling worms which destroy foliage of trees and crops. The bulletin, on the other hand, will tell your boy how *valuable* birds are in crop preservation, and will enlist his aid in bird conservation and bird protection.

No matter *what* you want to know, whether it is about raising pigs, or bees, or potatoes, or the family mortgage, Uncle Sam can help, with his pig, or bee, or potato, or thrift bulletin.

There are other free things worth having. Among these are the special booklets, all prepared by experts in their line, which are issued by many manufacturing companies. These are really wonderful aids to the ambitious home-maker.

Several of the baking powder companies issue cook-books which contain valuable cake, biscuit and other recipes. The cooking oil hints enable the most bewildered bride to make perfect mayonnaise. The chocolate company's book helps her out in desserts.

Remember, these various pamphlets and books are *not cheap*, though given to you free. They have cost the companies issuing them many hundreds of dollars, in some cases, thousands. They are valuable, authentic, reliable aids to the housewife.

So in looking over your woman's magazines, keep your eye out for the free things which will help you to become a more efficient home-maker.

Morse Babies

1. Charlie Jennings, Hull Department and his two children; 2. James MacFarlane's three happy youngsters, Jimmie, Jr., Isabella, and Margaret; 3. Paul, Jr., son of Paul Bohme, Inside Machinist.

4. John Hepburn, Hull Department and family; 5. Edward Prendergast, Dock Hands, and his daughter; 6. Bobby Walsh, Jr., son of Chauffeur Robert Walsh.

The Baby

Who rules the house and all within?
Who often needs a safety-pin?
Who makes you glad he's not a twin?
The Baby.

Who is precious 'ittle dear?
Whose little ways are often queer?
Who moves old bachelors to sneer?
The Baby.

Who wakes at night and wants a jink?
Whose rosy posy toes are pink?
Who from the bottle doesn't shrink?
The Baby.

Who wakes at 4 a. m. to yowl?
Who when you lift him starts to howl?
Who looks as wise as any owl?
The Baby.

Who can upset your every plan?
Who plainly shows he knows he can?
Who some day 'll be a horrid man?
The Baby.

—*Somerville Journal.*

Dies From Shock

WHILE at work Friday morning, September 16, Charles Lohman, Drillers' Snapper of the Hull Department, suffered a paralytic shock. He was taken immediately to the Yard Hospital where it was found that his left side and right eye were paralyzed, and he was transferred as soon as possible to the Norwegian Hospital. This was the second attack of the kind and although he was given the best of treatment he failed to rally and died that evening.

He has worked here since 1914, coming from the Robins yard where he had been employed nine years. He was an excellent workman, quickly rising to the position of snapper. He leaves a wife and son, Louis, who works in this yard with the Chippers and Caulkers. The sympathy of Morse men goes out to the family in their bereavment.

The funeral was held Monday afternoon and burial was in Evergreen Cemetery.

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Financial Report

FOLLOWING is the report of Treasurer M.W. Mead covering the finances of the Employees' Association for the month of August: Disbursements: Relief account, $280; *Ardmore* explosion, $86; general expenses, $371.84; ice, $24.75; William Connolly account, $80; insurance, $512.50; picnic expenses, $460.50; bowling prizes, $10; Mrs. Henson *(Ardmore* explosion), $110. Total, $1,935.59.

Receipts: Dues, $338.15; insurance, $378.20; relief account, $217.80; picnic, $223; William Connolly account, $162. Total, $1,319.15

August 1 bank balance, $1,336.61; deposited for month, $1,319.15; total, $2,655.76. Disbursements for month, $1,935.59. Balance September 1, $720.17.

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Fistic Encounters

THREE boxing exhibitions followed the vaudeville show at the monthly meeting of the Employees' Association in the Association Rooms September 14. The first was between Henry Mick and Sol Manus with Joe McGuirk as referee. Three 3-minute rounds failed to show much damage for either fighter although both did some hard punching.

In the second battle, Eddie Brant, formerly of the Morse workers, mixed it with Joe Hagan, the pride of South Brooklyn. Brant twice shook his opponent with lusty blows that landed. Eddie Hannavin refereed the bout.

The closing encounter was between Walter Nelson and Young Menzies of the Hull Department, Joe McGuirk referee. Nelson was the heavier and could rush his opponent into the ropes, but Menzies' speed and swinging blows kept him from doing much damage.

—o—

Gold is good in its place, but living, brave, patriotic men are better than gold. —Lincoln.

The better part of a man's life consists of his friendships.—Lincoln.

The fearful unbelief is the unbelief in yourself.—Carlyle.

Make today's best tomorrow's starting point.

THERE'S one point where we're all alike. Whether we have a million or a crust in a two by four flat, we can be happy,—for happiness is within ourselves.

Hard times or a lotta knots in the plank we're planin' may try to get our goat, but they can't do it 'cos we got 'im tied up good an' tight.

Yer know a feller told me the best cure fer the blues is a good laugh an' mean it. He said if yer just stretch yer toes in the mornin' an' start a chuckle right there an' let it wriggle all tha way up to yer face, the day's gotter go cheerful. Coffee might be cold an' other folks crabby, but that don't matter. Outside things don't get yer goat if yer cheerful inside.

Everyone has got a right to happiness an' I'm one.

Brother Dies

FRIENDS extend sympathy to James Kerr, Assistant Foreman of the Boilermaking Department, in the loss of his brother, William Kerr, who died September 20 at St. Anthony's Hospital, Woodhaven, L. I., after a long illness.

William Kerr was 31 years old and was employed in the Boilermaking Department here for many years previous to his illness. He was an excellent workman and one well liked by all who knew him. The funeral was Friday, September 23, from the home of James Kerr, 543 Fifty-fifth Street.

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Less Pessimistic

VERY encouraging is the change one notes in sentiment concerning the business outlook. Not so long ago almost everyone was looking for harder times. There is a more widespread disposition now to look for and prepare for at least moderately better times. The two questions one hears asked most often today are: "How soon do you expect business to revive?" "How far do you expect the improvement in business to go within the next few months?" It is very significant, isn't it, that improvement is regarded as a matter of course, as certain? When the majority of the people begin thinking and talking this way, you can reasonably calculate that better days are not far distant.—*Forbes Magazine* (N. Y.)

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The sweetest thing in life is the unclouded welcome of a wife.—N. P. Willis.

Acknowledgments

Mrs. Sarah Henson, who is at Fahneda Camp, Hatchville, Mass., sent the following letter of appreciation to Mr. Morse for flowers given at the time of the death of her husband, Christopher Henson, who was killed in the Ardmore explosion: "I wish to thank you for the beautiful flowers sent in memory of my husband, Christopher Henson. I certainly appreciate such an act of courtesy on your part to so remember an employee."

She also sent the following letter to the Employees' Association: "I most sincerely thank you for the donation so promptly received at the time of my husband's sudden death, for the beautiful floral piece and for the many acts of kindness extended to me during my bereavement. Such beautiful acts of assistance during a time when one hardly knows which way to turn are certainly to be commended among fellow workers. Although having lost a dear one, there is much to be thankful for in this world, to think there is such a wonderful spirit of helpfulness among men. Will you please send me THE DIAL?"

Appreciation for the gifts of the Employees' Association on the occasion of the death of Charles Lohman, Hull Department, was expressed in the following letter from Mrs. Barbara Lohman and family: "We gratefully acknowledge and thank you for your kind expression of sympathy."

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Report of Relief Work

FOLLOWING is the report of the work of the Relief Committee for July and August. Amounts collected by the nickel deduction from the payroll, July 5—$81.10; July 12—$77.10; July 19—$72.10; July 26—$79.95; August 2—$64.75; August 9—$58.20; August 16—$61.45; August 23—$78.10; August 30—$76.95. Total $649.70.

Disbursements: No. 1323, in hospital, wife and child dependent, $40; No. 2446, operation in hospital, wife and two children dependent, $40; No. 8029, part of foot amputated result of accident, wife and three children dependent, one child crippled, $40; No. 2272, injury to foot, wife and child dependent, $40; No. 2051, lost part of leg in accident, laid up eighteen months, $50; No. 2578, serious operation in hospital, wife and three children dependent, $40; No. 3828, hand injured, $40; No. 3725, laid up as result of being gassed, has wife and two children, $40; No. 3945, operation in hospital, has wife and two children, $40; No. 2351, serious operation, only support of aged parents, $40; No. 4422, wife and seven children hurt in trolley car accident, $30; No. 486, died leaving sick wife, $50; No. 8029, see above, $40; No. 29817, serious operations, mother, wife, and two children dependent, $40.

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It matters not how long we live, but how.—Bailey.

To friendship every burden is light.—Gay.

No really great man ever thought himself so.—Hazlett.

Bluff may land a good job, but it can't hold it.

You can teach an old dog new tricks easier than you can make him forget his old ones.

October Dates

A DAY standing for progress and achievement, calling to mind the faith in an idea of a man over four hundred years ago, is Columbus Day, October 12. With it comes the memory of the struggles and hardships of Christopher Columbus, poor Genoese sailor, trying to prove to the people of his time that the world was round, not flat. We remember his remarkable daring in sailing west in small unseaworthy boats, the near mutiny of his crews, then, on the morning of October 12, 1492, his great triumph in the discovery of a new world. It is indeed fitting that we should pay respect to such a man on the anniversary of his triumph and, too, draw a lesson from the life of the greatest figure of his day in progress and achievement.

October 31 is Hallowe'en, the night when ghosts and goblins walk around. It is also a favorite night for parties as well as for the boys in small towns to play pranks.

Saw Noted Ceremony

OF interest in connection with the celebration of Columbus Day, October 12, is the experience of V. D. Augsburger, Linotype Operator in the Printing Department, who eight years ago witnessed the ceremony of removing the bones of the great discoverer from Havana, Cuba, to Spain. Augsburger has been somewhat of a rover, working for years in various parts of South America and the West Indies, and he is able to give many interesting bits of information about the travels and vicissitudes of Columbus, whose bones have not been allowed to rest even after death.

Four times the remains have been disinterred and moved from one place to another at the behest of nations and parties, and Cubans still claim that the honor of keeping his earthly dust belongs to them. In fact, it is whispered that the real remains have never left the niche in the cathedral walls where they were originally placed, and the people still celebrate the day when Columbus observed the first communion in Cuba after his third voyage to the new world.

It is interesting to note that the tree under which that first communion was held is preserved after more than 400 years and it has a bit of life in it still. Augsburger has a piece of the bark as a souvenir.

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Hall Leaves

FRIENDS here were extremely sorry to say "Good-bye" to Charles G. Hall of the Estimating Department when he left the employ of the Company recently. Coming to the Morse yard more than 14 years ago, his rapid rise from a tool checker in the Hull Department to a place on the Executive Staff was a splendid tribute to his energy and ability.

During this time he witnessed and had a part in the extraordinary growth of the yard and the development of the service which this Company now offers to shipowners. He has been held in high esteem by his friends and co-workers in the Morse organization, all of whom join in wishing him the best of success in his future work.

The Office Cat Says—

Superintendent A. W. Murray has returned from his vacation.

Mortimer Lifland of the Drafting Department has left the employ of the company.

Thomas Lynch, formerly Assistant Purchasing Agent, has left the employ of the company.

C. Bruns of the Disbursement Department has returned from his vacation spent in his home town, Foxboro, Mass.

Arthur Day head of the Timekeepers and Payroll Department, reports a pleasant vacation passed near Lake George.

Miss Margaret Casey of the Disbursement Department has returned from her vacation at Monsey, N. Y.

C. W. Bailey, formerly DIAL Photographer, is now with the Fox Film Corporation.

Carmine Constantine, formerly of the Cost Department, is now in the real estate business and doing well, according to reports.

Miss Joan C. Sharp of the DIAL Office spent the Labor Day week-end as the guest of James MacFarlane and family at Schohola Mountain, N. J.

F. O. McQuaid, Insurance Clerk, says things ought to be going smoothly with Joe Lowe, formerly of the Employment Office, for he is selling safety razors.

Edward French, formerly on the staff of Robert Boyle, Superintendent of Buildings, has been transferred to the Inside Machinists as a helper.

Willard B. Prince, Art Editor of THE DIAL, attended the first reunion of the Fifth Division, Regular Army, in Philadelphia, September 12, the anniversary of the first American drive at St. Mihiel.

Accepts Federal Post

JOSEPH M. DIROSSE, popularly known as Clancy, of the Employment Office, resigned September 10 to accept a Federal appointment. In his letter of resignation to Mr. Benner, he expressed deepest pleasure in his work and associations here during more than three years and a half in the employ of the Morse Company and only the excellent opportunity in another field would make him consider the change.

Aside from his work in the Employment Office, Clancy is an accomplished musician and has been prominent in the Morse Band throughout his stay here. During the past six months, he has been leader of the band and due to his efforts, music has not been lacking for any of the activities of the Employees' Association.

Moreover, Clancy is a jolly chap and is well known and popular among all the boys in the yard. He will be missed both in the Employment Office and at the Employees' Association entertainments.

Edwin E. Donnelly popular DIAL Cartoonist, is now with the Fables Film Company, Inc., drawing animated cartoons for the movies.

H. Benner has moved from Valley Cottage to New York City. He now has the advantages of Central Park in place of the village fields.

William H. Reinhardt, Assistant Paymaster, is doing special work for the Auditor in addition to his former work.

Rudolph Bernhard has been transferred from the Cashiers' Department to the Cost Department.

Miss D. Roberts of the Cost Department has been transferred to the Receiving Department.

Jimmie Weldon, Assistant Chief Timekeeper, is so impressed with Arthur Day's reports of the wonderful scenery in the Adirondacks that he is going to forsake Massachusetts for his vacation next year.

Joe Fay of the Timekeepers has been seriously ill at the Norwegian Hospital. Friends here hope for a speedy recovery.

Miss Marie Anderson of the Hospital Staff is running a race with the Bide-a-wee Home, according to report. We are informed that she has four stray cats and more are coming daily. A fence about the hospital is suggested to keep the cats playing in their own yard.

Theatre Party

THE audience at the Broadhurst Theatre, New York, had a distinctly Morse Dry Dock & Repair Company appearance Monday evening, September 12, when more than fifty people from the yard saw the play, "Tarzan of the Apes," thanks to the generosity of George Broadhurst, a personal friend of Mr. Morse.

It is not usual for one to see so many familiar faces in a New York theatre and this unusual experience as well as the excellent production of the popular Tarzan story made a highly enjoyable evening for all and a delightful Morse party.

Menzies to his helper, "If ye want me, mon,—Hoot!"

Friends in the Sheet Metal Shop call Eddie Dozett "Cupie" because he is short and fat and always has a smile.

Charlie Menzies called up the Burning and Welding Department recently and asked how to skin eels.

It is reported that Willie Mackey, James MacFarlane's chauffeur, learned to drive a car wheeling coal on the *Columbia*.

Thomas Lawson of the Burners was mistaken for a Prohibition agent the other night on Broadway.

Burners say that the lion at the Bronx Zoo got John Kinsella's number on a recent visit there.

It is said that Billy McEwen, Hull Department, wanted a beauty contest at the Highland games recently at Ulmer Park.

William Weinke of the Hull Department has joined partnership with Sam Short, Tailor de Luxe, and has just given his fall order.

Paddy Feeney of the Plate Shop says if he lands on Blackie of the Chippers he will knock out his remaining tooth.

Charlie Henson, the coffee cooler, is called the champion of the Burning Department.

Lieut. W. S. Mygrant, former leader of the Morse Band, called on friends in the yard recently, coming here from his farm at Saugerties, N. Y.

Joe McGuirk says these are hard times, but if he is going to starve, he isn't going to stay in New York. He is going to a regular place to starve,—Armenia.

Auto in A-1 condition, except for a few minor troubles, for sale. Model 1894, kind unknown, has been in 47 collisions and won every one of them. Apply B. &. W. Department.

Joe McGuirk takes exception to last month's yard chip saying he was wearing a cap since losing his straw hat at the Outing. He exhibits a new straw lid as proof of his contention.

Joe Toomey, who has been material checker in the Plate Shop for some time, left a short time ago for California to go into business with his brother-in-law. He bought a round-trip ticket in case he doesn't find the new place congenial.

Ernest Bamford, Sheet Metal, went swimming the Sunday before Labor Day and his back was so badly blistered by the sun that he couldn't wear a coat the next day. As a result he missed seeing the Braves clash with the Giants at the Polo Grounds.

Dr. Eugene Wynne, Yard Physician, is taking an auto tour through New York State.

Johnny Hepburn, Hull Department, won a decision over Bobby Thomas August 27 in a 12-round bout at the Queensboro Club.

On September 23 at the Jamaica Club, Johnny Hepburn boxed Marty Silver, the East New York flash.

Jimmie Bell, Pipe Shop, has had to cancel several fights recently on account of sickness.

Frankie Conklin, formerly called the Irishtown flash, has recently become a protege of Jack Byers and boxed at the Jamaica Club September 22.

Jim (Spencer) Garrison of the Burners bought a pink shirt recently and when his wife hung it out on the line, people wanted to know what flag it was.

F. O. McQuaid, Insurance Clerk, to Clancy, "Hey, there, stop writing on my folder or I'll knock you for a goul." Clancy (unperturbed) "You an' who else?"

Joe McGuirk and Charlie Jennings have been seen campaigning in the yard. Some of the boys are wondering if they are in the political game.

Jack Byers of the Main Storeroom is now in partnership with George O'Brien, formerly of the Electrical Department, as fight managers. Jack reports that they have some fine looking boys and will show some real scrappers during the coming winter.

Jack Byers reports that Johnny Hepburn is scheduled to box Tomsula, who fought in the semi-final at the Carpentier-Dempsey show, in the near future at the Palace of Joy, Coney Island.

Paddy Fagan, formerly of the Hull Department, recently wrote to Tom Plunkett, Employment Office, from Franklin, N. H., where he is working in a mill. He wanted to be remembered to all the boys in the yard.

Willie Wherry, Morse cyclist, has spent the summer months at Coney Island where he has had a unique boardwalk concession. He had a bicycle show and racing stand and many of his Morse friends won prizes. He expects to return to pedaling this coming season.

Harry Coleman, who saved his money while working as an Outside Machinist here and bought a farm at Savilton, Orange County, N. Y., visited friends in the yard the other day and reported a successful summer, his first in the new venture. He is not yet on easy street, but prospects are good and his stock and small fruits promise some good returns when he gets firmly established.

Patrick Cusick, Garage Attendant, has returned to work after a vacation.

John Wixted and Dick Jones of the Bottle Department have been transferred to the Hull Department.

Gene Kelly of the Outside Machinists has left to enter the employ of the B.R.T. construction department.

Friends think Joe McGuirk was getting in trim for the next yard election by working with his manager, Charlie Jennings, for the Curran cause. Joe and Charlie had to charter an express wagon to cart around their advertising literature.

Billie Burke, well-known fight promoter, formerly of the Carpenter Shop, has opened a refreshment parlor at 57th Street and Fourth Avenue. He says he is no relation of Dinny Burke, the former proprietor.

Walter Riley, formerly of the Hull Department, has embarked on a new venture, opening a haberdashery and cigar store adjacent to the Sunshine Restaurant on First Avenue.

Dave Hamvy, Sheet Metal snapper, has left the employ of the Company to take charge of the sheet metal work for a large construction firm.

James Stevens, Boilermakers Foreman, says he is not one of the gouging landlords. He says he doesn't raise the rents unless Jimmie Kerr does.

Clancy, who had agreed to take Mr. Benner of the Employment Office to Valley Cottage in his auto, nearly balked when told an ice box was among the baggage to be carried. He changed his mind, however, when he found the ice box was a little one for keeping the baby's milk.

Two former Morse baseball players, Hen Crist and Pete Grant, now managers of professional teams, the Howards and the Ivanhoes, are rivals in a fast five-game series between the two teams. Hen Crist and his Howards took the first clash recently 9 to 3.

"Lefty" Russell, formerly a painter in the Morse yard and star pitcher of the baseball team, is trying out with the Chicago White Sox. He started against the Yankees in New York the other day and had a seven run lead when he was taken out on account of wildness.

Slim Largenberg of the Chippers almost landed the job of portraying Uncle Sam in the Mardi Gras parade at Coney Island. When Slim applied to the chairman of the committee, he fulfilled all the requirements, but was two hours late. He is gunning for Joe McGuirk who gave him the letter of introduction but the wrong address.

American Red Cross

"In the service of those who suffer"

Building Up Prestige

These views are of the S.S. Huron, which was completely reconstructed in our yard and hailed as a triumph of modern ship construction.

We cite as other examples of our reconstruction work such ships as the "all electric" ship Cuba, the Avalon, Mt. Clay, Princess Matoika, Pocahontas and the America.

Our reconstruction work is often so extensive that it results in practically a new ship. The shipowner can place his most difficult work with this organization and have no fear as to its successful and efficient completion. For over 25 years Morse workmen have made records and at times they have done seemingly impossible feats in getting a ship away on time and in good condition.

Now is the time for you to consider the real value of Morse Service

MORSE DRY DOCK & REPAIR CO.

Telephone: Sunset 5100 **BROOKLYN, N. Y.** **Cable: Pyrosison, N. Y.**

MORSE DRY DOCK & REPAIR CO., PRINTING DEPARTMENT

MOJ

The MORSE DIAL

November, 1921

C.W. BAILEY

Columbus

Cincinnatus Hiner Miller

Known as JOAQUIN MILLER

BEHIND him lay the gray Azores,
Behind the Gates of Hercules;
Before him not the ghost of shores,
Before him only shoreless seas.
The good mate said: "Now must we pray,
For lo! the very stars are gone.
Brave Adm'r'l, speak; what shall I say?"
"Why, say: 'Sail on! sail on! and on!'"

"My men grow mutinous day by day;
My men grow ghastly wan and weak."
The stout mate thought of home; a spray
Of salt wave washed his swarthy cheek.
"What shall I say, brave Adm'r'l, say,
If we sight naught but seas at dawn?"
"Why, you shall say, at break of day:
'Sail on! sail on! sail on! and on!'"

They sailed and sailed, as winds might blow,
Until at last the blanched mate said:
"Why, now not even God would know
Should I and all my men fall dead.
These very winds forget their way,
For God from these dead seas is gone.
Now speak, brave Adm'r'l; speak and say"—
He said: "Sail on! sail on! and on!"

They sailed. They sailed. Then spake the mate:
"This mad sea shows his teeth tonight;
He curls his lips, he lies in wait,
With lifted teeth, as if to bite:
Brave Adm'r'l, say but one good word;
What shall we do when hope is gone?"
The words leapt like a leaping sword:
"Sail on! sail on! sail on! and on!"

Then, pale and worn, he kept his deck,
And peered through darkness. Ah, that night
Of all dark nights! And then a speck—
A light! a light! a light! a light!
It grew, a starlit flag unfurled!
It grew to be Time's burst of dawn.
He gained a world; he gave that world
Its grandest lesson: "On! sail on!"

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MORSE DRY DOCK DIAL

Vol. 4 November, 1921 No. 11

Some of the "Mosquito Fleet" tied up in the Morse Yard.

Mosquito Fleet of Peace

PROBABLY the arm of water service striking the most popular chord with the American people during the war was the "Mosquito Fleet." Many were the jokes directed at them, and all the time these little submarine chasers were responsible for the relative confidence enjoyed by coastwise shipping and people living along the Atlantic seaboard after the German U-Boats began their depredations on this side of the ocean.

These sub-chasers were fast, and the myriades of them scooting here and there over the ocean, their telescopes sweeping the surface for a spot of oil or tell-tale periscope, surely made life miserable for the Hun undersea raiders.

With their little gun forward, they could hover about a submarine brought to bay and sting it repeatedly, while their speed enabled them to escape harm from torpedoes. If the raider submerged, a signal to an airplane would bring a depth bomb to the spot, or a cruiser to peg the enemy on his reappearance.

It is significant that the going into service of the United States "Mosquito Fleet" soon put a stop to German raids on shipping over here.

But with the coming of peace the service of these boats was no longer required for our protection. They were dismantled, their crews discharged and the vessels tied up. Then it was that an ingenious American idea was conceived. Interested parties bought six of the boats and towed them to the Morse yard for exhibition purposes.

These men reported that they had options on 100 of these sub-chasers and it was their purpose to form a stock company and convert them into light cargo carriers, certainly a novel idea and without doubt one that will appeal to Americans with the same sense of popularity as did the "Mosquito Fleet" during the war.

Americans do love speed and the thought of fast little boats carrying light cargoes at lightning speed from port to port is bound to strike a responsive chord.

Ocean express with the giant transatlantic liners has long been an actuality, but a coast service at an even faster rate will be "something new in the world" to say the least.

"The Mosquito Fleet of Peace," if it becomes a reality, will without doubt cause a transition in coastwise freight service, especially in the light cargo line such as is now carried by railway express.

These little submarine chasers are indeed ideally fitted for a service such as is suggested by the new plan. About 100 feet in length and 20 feet beam, they rest on the water as light as a cork.

They are equipped with three engines which are capable of driving them over the water at lightning speed. In truth

The Dial Economizes

THE DIAL comes to you this month in a new dress and with modifications that have been made for the sake of economy. This is in keeping with the spirit of the times and we feel sure that our readers will appreciate the fact that the changes which have been made have been prompted entirely by the company's wish to assist in the nation-wide movement to bring conditions back to a normal basis. Our publication now in its fourth year has served its usefulness over and over again and its expense has always seemed warranted. During the war it was an important factor in the stimulation of patriotism and in the up-building of the morale of our working force. Since the war and during the period of re-adjustment the publication has served as a means of enlightenment to our employees who have been convinced through it of the necessity of wage reductions and other curtailments and changes in our operating policy.

We are now entering in upon the period of normalcy and we cannot consistently expend more money on our publication than seems necessary We want to keep the magazine alive because we appreciate fully the value of it, to our employees and to the trade and to the company as well. The future of the publication will always be guided by the economic conditions of the times. A more prosperous era will see a return of many of the features that have characterized the *Dial* in the past. For the time being let us hope that the *Dial* in its new form, though containing less material, will receive a cordial reception from those it is sent to. It will be continued as a combination employe and sales organ.

For the time being, we will not mail it to the homes of our employees as has been done in the past, but instead it can be obtained by our workers at the Employment Office.

it is said that they do in reality shoot "over the water" for they hardly seem to touch the surface when going at top speed.

Many visitors have viewed the six boats in the Morse yard, seeing in them in their weather-stained gray paint a reminder of the grave seriousness of war days, as well as the possible peace-time pursuits in a commercial "Mosquito Fleet." American ingenuity still serves us in times of peace.

Mount Carroll Weathers Great Storms

THE same terrific hurricanes which sank one or more freight steamers and kept the *Olympic* of the White Star Line from making a trans-atlantic speed record recently, gave the United American Line steamer *Mount Carroll* a severe raking and made necessary her coming to the Morse yard to be put again in shipshape condition.

While other vessels were hit only by the edge of the storm, or were enabled to go far out of their courses in order to avoid it, the *Mount Carroll* was in the center of the whirlwind when it struck.

Mountainous waves raged all about her, smashing against her sides again and again with terrific force. At one moment she was flying along the top of huge waves, the next to be dashed to the bottom of the sea in its trough. It seemed at any moment that she would be engulfed in the angry maw of the elements.

But the staunch construction of her American builders defied wind and wave, the *Mount Carroll* emerging from the storm safe and sound with 600 badly frightened passengers.

One day of fair weather and a second hurricane broke over the ship, more

terrible, if possible, than the first. Again the ship was buffeted by wave after wave until it seemed that her sides of steel could not withstand the impact.

At last, indeed toward the end of the storm, a seam was opened and the vessel began to take water, but the damage was nothing in comparison with the terrific battering of the waves.

The sailors manned the pumps and the ship made Boston harbor a distance of 200 miles without danger. There the passengers who so wished were discharged and the others were brought on to New York.

Raised on drydock, it was found that the damage to the *Mount Carroll* was slight, a fine tribute to her staunch construction. The fairing of a few plates and renewing 1,500 rivets found the ship again in A1 condition in a remarkably short space of time after her dangerous experiences.

Morse men will recall that the *Mount Carroll* came to the Morse yard for her final touches before her maiden voyage in April. While here she won much favorable comment by her excellent accommodations as an "all steerage" passenger carrier. Since then she has made four voyages to Hamburg and is a favorite with the passengers.

She is 440 feet long, 57 feet beam, and 15,000 tons deadweight with accommodations for 1,200 passengers. Equipped with new type Westinghouse turbines, she is enabled to make 14 knots an hour with ease.

Truly, with the experiences of her recent voyage, the *Mount Carroll* in spite of her youth may be considered a veteran of the service, and she may well be proud of the strength which enabled her to weather with little harm a storm the like of which is said to have crumpled a ship's sides like an egg shell.

It would be boastful to say that Morse workmanship was responsible for this staunch resistance to hurricane waves. Investigation, however, would probably prove that it did play a prominent part.

Views of the *S. S. Mount Carroll* In Our Yard.

The *S. S. Mount Carrol*, a recent visitor in the Morse Yard. She is one of the newest of the United American line ships and maintains a regular service to and from Hamburg.

Shipping Notes Gathered Here and There

Definite Program.

WITH the general slump in shipping business throughout the world, but especially in the United States, all eyes turned to the new Shipping Board to bring about at least an improvement in this country. Even severest critics admitted it was a gigantic task. Pure government operation was not to be thought of. The plan by which government-supported ships were competing with those of private owners was an impossible arrangement. American freight shippers who would have much preferred doing business with the Shipping Board are reported to have said that the inefficiency of its office force in shipping matters made doing business with it out of the question. Naturally, ship owners and operators were literally "at sea" until some definite plan could be worked out, with a resulting stagnation of the shipping business. Present indications are that steps have been taken along definite lines and that shipping men will soon be able, if they are not already so, to blaze ahead with possibilities of ultimate success. Much remains yet to be done, but there is apparently light ahead.

World's Largest Port

With the joining of New York and New Jersey under one port authority, the new Port of New York has an area in which could be placed any six of the other leading ports of the World with space left over. The new port embraces 771 miles of frontage on enclosed waters, of which 578 miles are in New York and 193 in New Jersey. The port's area is 175 square miles. While the port is now handling approximately 45,000,000 tons of water-borne traffic annually, it is expected under the co-operative influence of the two states, the port will accommodate 500,000,000 tons a year.

German Merchant Marine

Indications from many sources are that the German Merchant Marine is increasing rapidly and threatening to regain soon the place it held before the war. This is surprising to many people because of the condition of the country and the fact that the marine was practically nil at the end of the war. Results suggest, however, that partly because of the cheap labor supply and partly because of general conditions, this situation was an asset, Germany finding it easier to build entirely from the bottom according to the needs of the times than some other countries have experienced in reorganizing and building from the top downward. It is interesting to note that many of these new German vessels are the motor sailing type. These range from 115 to 500 tons deadweight and a big advantage is that they are able to make long voyages with small fuel cost and with little fuel storage room necessary, thus giving greater cargo capacity. Both first costs of the ships and crew costs are also reduced.

Big Swimming Pool.

A bathing tank 820 square feet in area and eight feet in depth will be one of the features of the new White Star liner *Majestic* (ex-*Bismark*), which on completion will be the largest ship in the world. Thirty dressing rooms and a gallery for spectators will be a part of the facilities for this sport on board.

Cuts Steerage Rates.

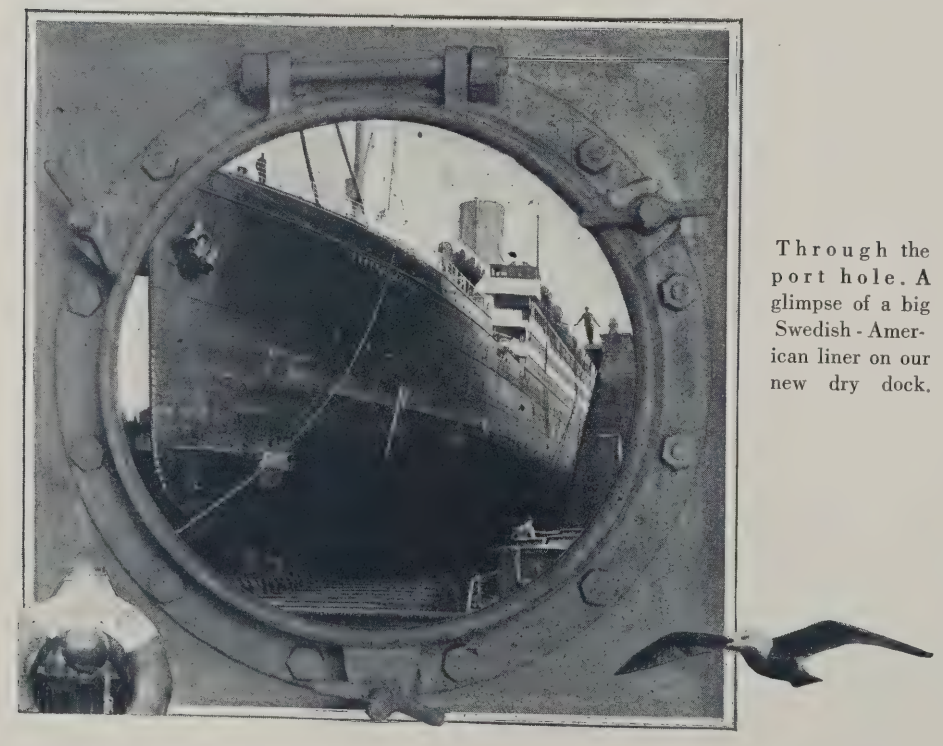
It was recently announced that the United States Line, formerly the U. S. Mail Line, has cut steerage rates about $25. The new rate to Danzig is $110 and to Bremen, Hamburg, Antwerp and Rotterdam $100.

Shipping Notes.

The increased popularity of oil-burning in British Shipping is becoming clearly apparent as many other operators are following the Cunard Line in refitting their steamships. It is interesting to note that the ratio of oil-burners in world tonnage has increased 2½% to 24% in the past seven years.

To Be Oil Burner.

The *Berengaria*, (ex-*Imperator*), which recently made her first trip to New York under the house flag of the Cunard Line will be converted into an oil-burner before spring, and she will then enter the transatlantic service in conjunction with the *Aquitania* and the *Mauretania*, also oil-burners. It is ex-



Through the port hole. A glimpse of a big Swedish-American liner on our new dry dock.

pected that the *Berengaria's* speed will be materially increased by the change.

Shipping Board Retrenching.

Approximately 2,000 Shipping Board employees with annual salaries amounting to about $2,500,000 have been discharged in the reorganization plan, and it is reported that further reductions are to take place.

Diesel Engines.

At a recent dinner on board his new ship, the *Southern Cross*, Frank C. Munson, president of the Munson Steamship Lines, declared the salvation of the American Merchant Marine to be equipping the more than 500 shipping board vessels with Diesel engines or electric drive. Then Americans can laugh at foreign competition, he says, for the cheaper and speedier operation of the ships will more than offset other points of difference.

Sees Marine Activity

"I expect to see the clutch of Merchant Marine activities thrown wide open within sixty days", declared Shipping Board Commissioner Plummer in reply to a question recently.

Ships Losses to End.

Chairman Lasker of the Shipping Board has gone on record with the statement that the end of the big losses in government owned ships is in sight.

See Economical Advancement.

Authorities declare that because of the native wealth of the United States, as well as our huge population, high wages, and prohibition, this country is soon to advance economically to a position of unprecedented prominence among nations of the world.

British Shipping Board Advocated

In spite of the fact that British authorities have sharply criticised the American Shipping Board, it is now reported that a British shipping board has been advocated to be known as the Imperial Shipping Board .

The reason that some men accomplish more than others is that they attempt more.

Care of Dry Docks

A MACHINE, no matter how good it is in the beginning, if left to itself will deteriorate. That is why at intervals we see men working on the two great dry docks here, giving them the same efficient overhauling that is given to the ships which come to this yard.

The pumps and equipment upon which so much depends in raising a giant hull high and dry are frequently examined and given needed attention, while the great wooden structures themselves are kept caulked and painted so that no deterioration from the weather will take place.

No doubt a part of the credit for the noted achievements of these dry docks is due to the excellent care taken of them to the end that they shall always be in first class condition ready to quickly and efficiently perform their service. There are no delays, no mishaps, no failures. The Morse dry docks are reliable and always ready for any emergency. No better equipment of the kind can be found anywhere. That is something for us to be proud of.

Always on the Job

ON many occasions recently Morse water craft have been on hand and rendered aid when needed by others in serious situations. It was only a short time ago that the tug *Ada Morse* in the command of Capt. Wilfred Mason discovered a fire on a ship in a neighboring repair yard and aided in fighting the blaze until it was extinguished.

The quickness of Morse men to get on the job was again demonstrated September 24 when the *S. S. Caronia* steaming out of the harbor, beginning her transatlantic voyage, sunk a sand sloop which for some unknown reason stopped in her path while cutting across her bow.

Three men were seen to go down with the craft and while the *Caronia* came to a stop and lowered a lifeboat, the Morse soliciting launch *Emily* put out from Quarantine and stood by ready to render assistance if the men should reappear. A close watch was kept for some time, but the victims of the accident did not come up and the *Emily* towed the *Caronia's* lifeboat back to the ship.

THE MORSE
DRY DOCK DIAL

A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company, and to the interests of the Company

BERT EDWARD BARNES, Editor
Willard B. Prince, Art Editor
E. Donnelly, Cartoonist

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Vol. 4 NOVEMBER, 1921 No. 11

We live in deeds not years. Some men do more in a year than others do in a lifetime.

Individuality

WATCH the great stars in all fields of human endeavor and you'll find that they do all the stunts just a little better than the other fellow.

It's the doing of things just a little better that makes the great successes in life.

* * *

In the Doldrums

BACK in the days of sailing ships the term "In the Doldrums" was common. It meant that a ship which had been speeding over the sea from one port to another, was becalmed. With flapping sails she lay helpless, bereft of power until a fresh breeze should spring up.

Much time was lost in those days. A ship laden with a valuable cargo and sure of a fat fee at the completion of the voyage, would lay for a long time, the crew becoming restless with inactivity and the owners waiting impatiently for the return of the ship.

Those days have passed. Steam power in ships has long since bid defiance to the wind as motive power and the condition of "In the Doldrums" has passed with the white sails and towering masts.

Today, "In the Doldrums" may be applied to business. Undue inflation is followed by periods of depression when the wheels of industry stand still. High speed production is turned at a moment's notice into inactivity. Workmen earning high wages are thrown out of employment to walk the streets and spend their slender savings until business again "picks up".

It is a wrong condition of affairs. It needs the application of the steam of progress.

Production is the basis of world wealth. It is not right that production should be stopped for long periods and potential wealth be irretrievably lost for all time.

A way must be found for overcoming this vast loss. It is unfair to business, unfair to workmen, and unfair to the world.

Robert Fulton applied steam power to carry ships out of the "Doldrums". Who will invent the steam power of business?

* * *

Save the First

IT is far easier to save the first dollar of your weekly income than the last. How often near the end of the week do you count your sheckles and find that the dollar you were going to save but failed to set aside, will just buy something you want.

Bing! go your resolutions and next week will do to begin saving. But "next week" never comes.

Had you put that dollar in the bank the first thing, you would not have touched it, for the bother of getting it would have been greater than the desire to spend it. Thus you would have kept your resolution and saved the dollar. Next week the same thing would happen, and without noticing the difference, soon you would have a hundred dollars in the bank. Just think of it! A hundred dollars! And never notice the difference.

Make that dollar five or ten and you will be surprised how fast it grows.

The point is to save the *first* dollar of five or ten,—and then forget about it, just as though the remainder was your entire income.

Saving is easy this way. Try it!

* * *

Honesty

SOMEONE said, "Honesty is the best policy". It is more than that. Honesty is the *only* policy.

Whether it is in the insignificant personal statement or a great business deal, Honesty pays. Ignore it and you may apparently succed for a while, but ultimately the distrust which you have built up will mean disaster.

A merchant can give short weight for a time confident that but one person in a hundred weighs the goods afterwards. But that "one out of a hundred" is going to tell a lot of people, including present and prospective customers. That merchant's business is going to fail.

Sell a man a car and trim him about $500 on the deal. You will lose more than $500 by the bargain.

Tell one lie and you have to tell a dozen to back it up. When those or other ones are found out you lose standing in veracity and even a true statement is considered a falsehood. It is much harder to build up reputation in business and life than it is to tear it down.

Honesty always pays.

* * *

Book Friends

IF we like to read, there is no need urging. We are rarely lonesome for books are at hand for every mood when we are not otherwise engaged, books to entertain, books to cheer us up, books to make us think.

But, if the extent of our reading is the daily newspaper with an occasional magazine story, we have a new pleasure to cultivate, one which means increased enjoyment and value attached to our spare moments.

Books are not only good friends and easy to get along with, but they assure us of increased knowledge and ability. By reading we add another's brain to our own.

None of us have too much mental equipment. Knowledge is power and we can use more to the advantage of ourselves and the work we do every

day. It means greater accomplishment and quicker advancement.

Moreover, books are within reach of all of us financially. A few well-chosen are more than worthwhile in every home, but if we do not wish to buy books at first, we are always welcome to go to the public libraries and borrow them free of charge. Thus, none of us, no matter what our present circumstances, are prevented from enjoying the full benefits and joys inclosed in the world of books.

In these libraries, too, special attention is given to children. They are encouraged to read books suited to their age and in the best way they are led to appreciate books as a great source of knowledge and growth. They benefit largely both at the time and all their lives.

A love of reading is worth cultivating. Books are valuable friends for all of us.

* * *

Who Rules?

IT becomes more and more apparent that labor unions are losing standing with the public. What many citizens consider high-handed behavior in recent months and the refusal in most cases of unions to bear voluntarily a share in bringing the industrial world back to normal after economically unhealthful war inflation, has increased the feeling of distrust for the ideas and ideals of the present labor leaders.

Reported attempts to institute political machinery for gaining its own selfish ends and suggested desires of certain factions for a labor state such as was attempted in Russia, has not lessened public animosity.

This adverse sentiment is not directed against labor itself, but against labor in the sense of being controlled and often misled by leaders working only for their own interests.

General Pershing's reply to the remarks of Mr. Gompers at the Lafayette-Marne Day Dinner are, it is believed, an expression of the sentiment on this subject of right-thinking citizens. He said:

"The policies of this republic are not determined by labor unions or by any other organizations, but by the consensus of opinion of its patriotic citizens of whatever affiliations.

"I want to say that every American is a patriot, whether he belongs to some labor organization or is just an ordinary citizen, and that it isn't a question of labor unions, it isn't a question of any organization, it isn't a question of whether we belong to the same organization or not.

"It is a question of whether we are loyal citizens of the United States. I am here to say to you that the members of the labor unions weren't the only ones who won the war. It was the citizens who inherited their patriotism from their forefathers who came across in the *Mayflower* and helped determine and decide the independence of America as well as those who have adopted American institutions as their own. It seems to be about time for us to rise up and say that America shall be ruled and governed by American citizens and not by organizations which have their own selfish purposes to serve."

* * *

Ambition is life's great pathway that points to the stars. It is lighted by the rays of hope that spring from the heart of man and is paved with beads of sweat that fall from his brow.—*The Pepper Box.*

Association Calendar

Relief Committee meets every Monday at 4 p. m.

Accident Prevention Committee, first Monday of every month.

Entertainment Committee, first Tuesday of every month.

Fire Prevention Committee, first Wednesday of every month.

Finance Committee, last Tuesday of every month.

Directors, last Wednesday of every month.

Association entertainment and business meeting last Wednesday of every month, unless, otherwise announced.

Employees Association Directory

OFFICERS

President—JOSEPH McGUIRK
Hull Department

Vice-President—FRANK MACK
Sheet Metal Department

Secretary—EDWARD HANNAVIN
Brass Storeroom

Treasurer—MORTIMER W. MEAD
Office

Directors and Conference Board Members (d) for Directors: (c) for Conference Board

CARPENTERS, JOINERS, PAINTERS and WOOD CAULKERS—John Tolson (d), Wallace Livermore (c), James Larkin (c)

OUTSIDE MACHINISTS—John Boylan (d), John Oliver (c), James Wolfe (c)

INSIDE MACHINISTS—Hugh McQuillan (d), Leonard Privatero (c)

PIPE FITTERS AND PLUMBERS—Michael O'Dea (d), Charles Schultz (c), William Martin (c)

BLACKSMITHS—James Tester (d), Robert McQueen (c), Oscar Skoog (c)

RIGGERS AND DOCK HANDS—Harry Carlson (d), Oscar Munson (c), Walter Geiss (c)

COPPERSMITHS AND PIPE COVERERS—Thomas Hayes (d)

BOILERMAKERS — Charles Gilmore (d), Thomas Cornell (c), Thomas McNamara (c)

OFFICE, ESTIMATORS AND SOLICITORS—Frank Falconer (d)

DRAUGHTSMEN, PATTERN MAKERS, INSPECTORS — Fred Woods (d), James M. Donovan (c), Thomas C. Rathbone (c)

SHEET METAL WORKERS—George Thwaites (c), Gene Kenney (c)

PLATE SHOP—Edward McGibney (d), George Drew (c), Louis Leiser (c)

ELECTRICIANS — Harry Jost (d), Thos. White (c)

HULL DEPARTMENT—Al. Simondinger (d), David Lyle (c)

BURNERS AND WELDERS — James MacFarlane (d), Charles Menzies (c)

MISCELLANEOUS—Including Chauffeurs, Storeroom Hands, Garage Mechanics, Crews of Launches, Timekeepers and Watchmen—A. R. Ingraham (d)

COMMITTEES

RELIEF COMMITTEE—Joe Frank (Dock Hands), Frank Falconer (Hospital), Charles Pearson (Outside Machinists).

ACCIDENT PREVENTION COMMITTEE — Martin Carroll (Riggers), George Ashe (Inside Machinists), Oscar Munson (Riggers), Anthony Manno (Hull Department), John Ryan (Pipe Shop).

ENTERTAINMENT COMMITTEE — Tom Rathbone (Draftsmen), Pete Bresnan (Carpenters), Charles Jennings (Plate Shop), William Carr (Pipe Shop).

FINANCE COMMITTEE—Thomas Rathbone (Draftsmen), Harry Anderson (Carpenters), Louis Leiser (Plate Shop).

FIRE PREVENTION—David Lyle (Hull Department), Charles Ambriano (Inside Machinists Apprentice), Charles Hahne (Inside Machinists).

If YOU WANT *to* KNOW WHETHER YOUR BRAIN *is* FLABBY, FEEL *of* YOUR LEGS

By BRUCE BARTON

THIS is one of the greatest tragedies of modern life. Men are forgetting how to walk.

They travel by taxi-cabs and street cars; they travel by automobile; they project their personalities over a telephone wire.

But they do not walk.

There is a double loss in this.

A loss in health, first. Most of the diseases of modern men originate in the intestines. Formerly men and women walked enough to keep the stomach muscles firm, the intestines healthfully agitated.

Now men—and women even more so—sit all day slumped in.

Germs settle down inside them gladly; and Death, his work made easy for him, laughs.

There is another loss, equally great. A loss in mental keenness and mental wealth.

Did you ever take a walk in the country with some one who knows really how to walk?

Some one of the type of the naturalist Linnaeus, for instance?

Linnaeus walked into Oland, and found the lands of the farmers ruined by sand blown from the beaches.

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He discovered that the roots of a certain beach grass were long and firm; he taught the farmers to sow that grass along the beach, and so preserved their lands from ruin.

He walked into Thorne, and found that at a certain period in every year the cattle fell sick and died.

It was a curse, the people said—the act of angry spirits.

But Linnaeus, examining the pastures, uncovered a noxious weed, and showed the farmers how the work of one laborer for a few days every season would root it out.

In his walks he examined and catalogued 8,000 plants, vegetables, and flowers.

How many plants, vegetables, and flowers do you think you could identify if you were to see them in their native state?

"Few men," said Dr. Johnson, "know how to take a walk."

It was so in his day. It is even more true now.

But those favored few enjoy a glorious and mysterious privilege.

To discover where the violets first bloom in the spring—

To be able to tell directions in the woods, by knowing that large pine trees bear more numerous branches on their southern side—

Or that grass grows on the south side of ant-hills and whortle-berries on the north—

To learn to greet the wild flowers by name—

There are few pleasures more richly satisfying; none that pay larger dividends in health.

The man who goes into the country once a week is a better citizen than the man who never goes.

But far more to be envied is that little inner circle of Nature's favorites who speak her language intimately; who read her thoughts in her woods and brooks and flowers.

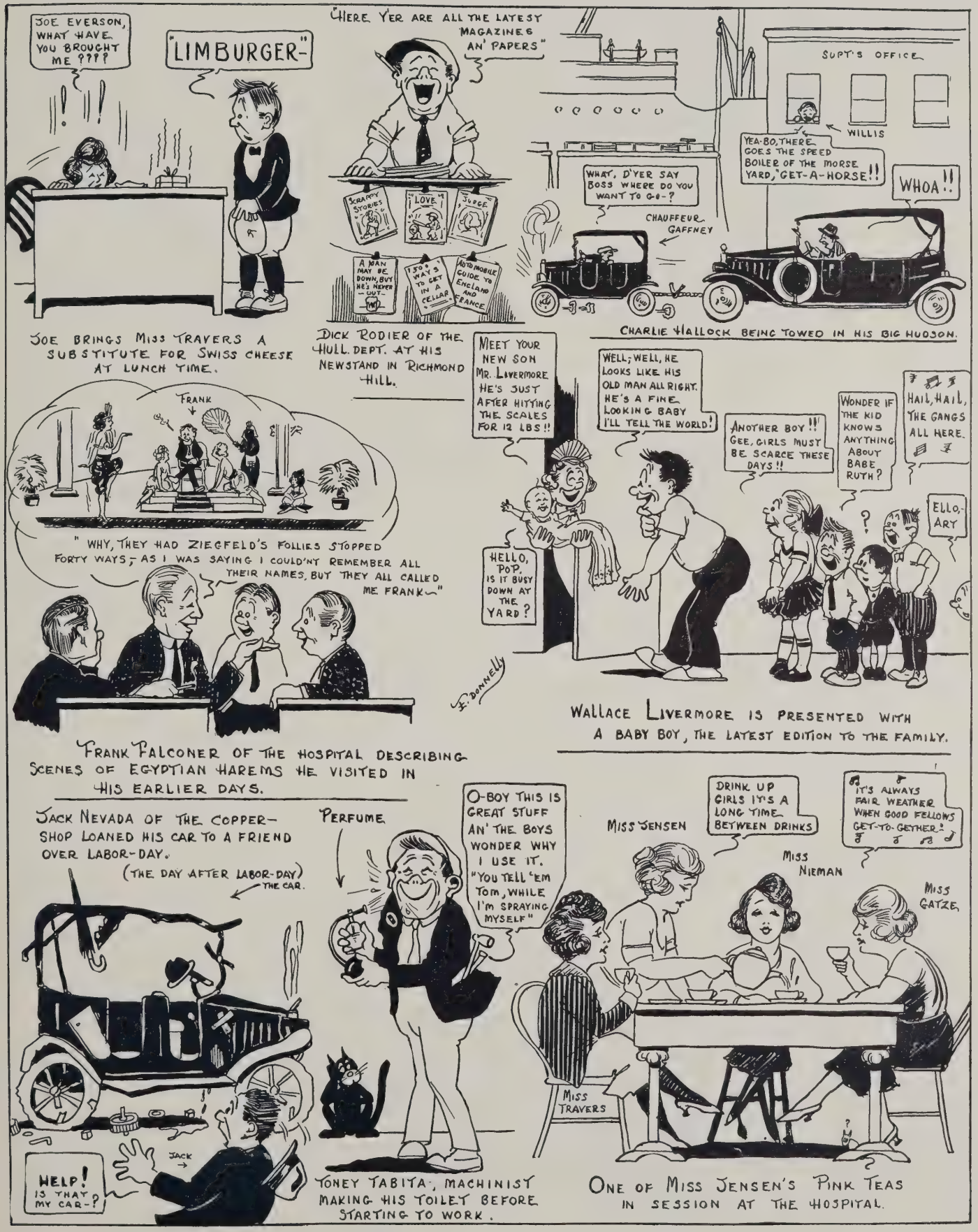
"You shall never break down in a speech," said a great English statesman, "on the day that you have walked twelve miles."

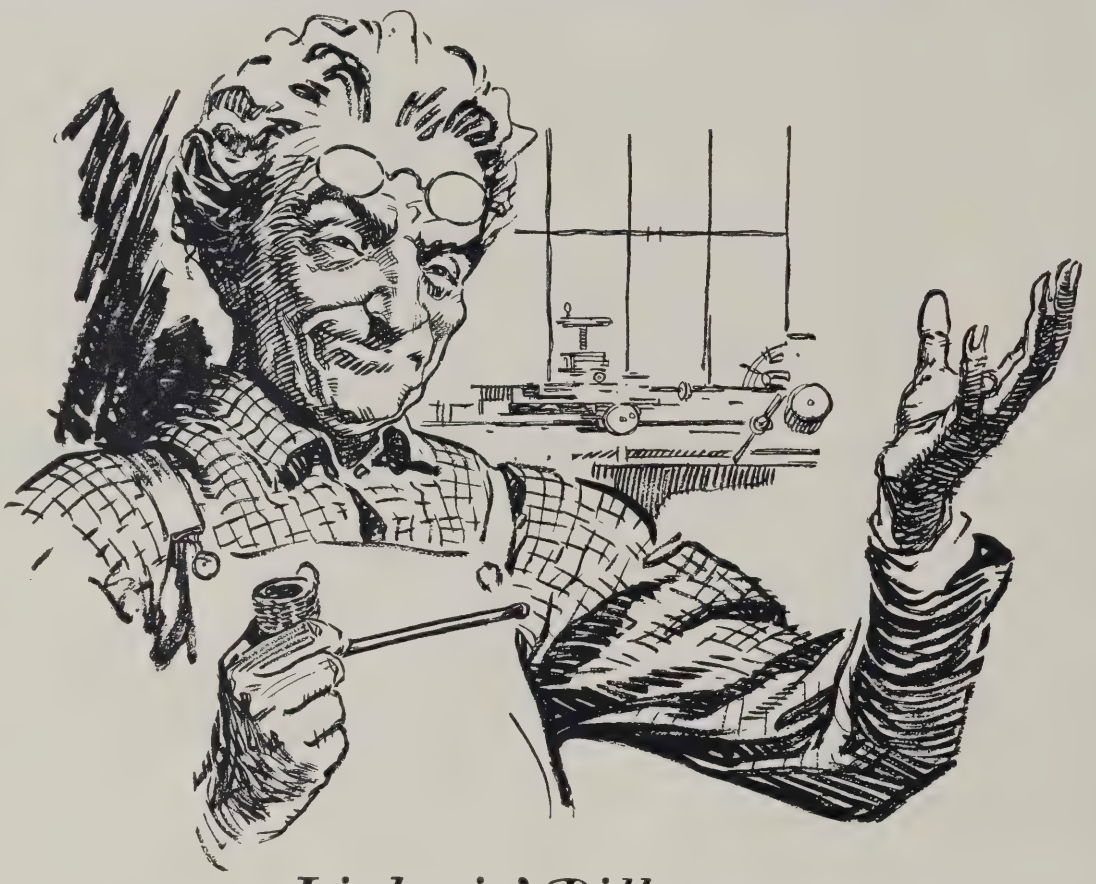
Flabby legs usually mean flabby brains.

If you would think clearly, speak forcefully, work effectively, get out into the country when you can—and walk.

CHEESE, KIDS AND FLIVVERS

By Edwin E. Donnelly


JOE EVERSON, WHAT HAVE YOU BROUGHT ME ???
"LIMBURGER-"
JOE BRINGS MISS TRAVERS A SUBSTITUTE FOR SWISS CHEESE AT LUNCH TIME.
"HERE YER ARE ALL THE LATEST MAGAZINES AN' PAPERS"
SCRAPPY STORIES
LOVE
JUDGE
A MAN MAY BE DOWN, BUT HE'S NEVER OUT
1,500 WAYS TO GET IN A CELLAR
AUTOMOBILE GUIDE TO ENGLAND AND FRANCE
DICK RODIER OF THE HULL DEPT. AT HIS NEWSTAND IN RICHMOND HILL.
SUPT'S OFFICE
WILLIS
YEA-BO, THERE GOES THE SPEED BOILER OF THE MORSE YARD, "GET-A-HORSE!!
WHOA!!
WHAT, D'YER SAY BOSS WHERE DO YOU WANT TO GO-?
CHAUFFEUR GAFFNEY
CHARLIE HALLOCK BEING TOWED IN HIS BIG HUDSON.
FRANK
" WHY, THEY HAD ZIEGFELD'S FOLLIES STOPPED FORTY WAYS; AS I WAS SAYING I COULDN'T REMEMBER ALL THEIR NAMES, BUT THEY ALL CALLED ME FRANK-"
FRANK FALCONER OF THE HOSPITAL DESCRIBING SCENES OF EGYPTIAN HAREMS HE VISITED IN HIS EARLIER DAYS.
MEET YOUR NEW SON MR. LIVERMORE. HE'S JUST AFTER HITTING THE SCALES FOR 12 LBS!!
WELL; WELL, HE LOOKS LIKE HIS OLD MAN ALL RIGHT. HE'S A FINE LOOKING BABY I'LL TELL THE WORLD!
ANOTHER BOY!! GEE, GIRLS MUST BE SCARCE THESE DAYS!!
WONDER IF THE KID KNOWS ANYTHING ABOUT BABE RUTH?
HAIL, HAIL, THE GANGS ALL HERE.
ELLO, ARY
HELLO, POP, IS IT BUSY DOWN AT THE YARD?
E. DONNELLY
WALLACE LIVERMORE IS PRESENTED WITH A BABY BOY, THE LATEST EDITION TO THE FAMILY.
JACK NEVADA OF THE COPPER-SHOP LOANED HIS CAR TO A FRIEND OVER LABOR-DAY.
(THE DAY AFTER LABOR-DAY)
THE CAR.
JACK
HELP! IS THAT MY CAR-?
PERFUME
O-BOY THIS IS GREAT STUFF AN' THE BOYS WONDER WHY I USE IT. "YOU TELL 'EM TOM, WHILE I'M SPRAYING MYSELF"
TONEY TABITA, MACHINIST MAKING HIS TOILET BEFORE STARTING TO WORK.
MISS JENSEN
DRINK UP GIRLS IT'S A LONG TIME BETWEEN DRINKS
IT'S ALWAYS FAIR WEATHER WHEN GOOD FELLOWS GET-TO-GETHER!
MISS NIEMAN
MISS GATZE
MISS TRAVERS
ONE OF MISS JENSEN'S PINK TEAS IN SESSION AT THE HOSPITAL.



Lightnin' Bill says—

IF I HAD TO BE A TOOL *I'd rather be the hammer than the anvil—it's more fun taking the initiative than waiting for something to bump you.*

WHEN I SEE A MAN too easily satisfied I begin to wonder if he left any insurance.

GIVE ME THE MAN who wants things and is willing to work hard to get them.

I DON'T MIND TEARS if they're the kind that come into a fellow's eyes when the old flag goes by.

I COUNT IT A BIG DAY for me when I can keep myself from saying things I am afterwards sorry for.

YES, I KNOW BOB'S CONCEITED, but I guess that's just the raw material out of which they make a man who comes to appreciate his own worth.

ONE THING I LIKE about a pumpkin is the illuminated smile it can wear on special occasions—something that any man might envy.

THE MORNING WHISTLE never blows too soon for the man who has found his work.

I ALWAYS LIKE TO CARRY a range of mountains in my imagination to measure my troubles by.

IT WAS THE MEANEST DAY I ever had but I got over it by singing to myself on the way home.

I'M SAVING UP MY MONEY for an airship ride—it must be wonderful to get off the earth and look back.

ONE THING I'VE LEARNED in the city is how many folks there are who don't even know me by sight, and yet they seem to get along.

IT SEEMS SO MUCH EASIER to talk fierce over a telephone than to slap a fellow in the face when he is standing near.

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Popular Ship on Bermuda Run

A SHIP bringing a touch of the atmosphere of Bermuda was the *S. S. Fort Hamilton* of the Furness Line. In the stories of the crew one could picture the white cliffs and the contrasting green of the foliage characteristic of that unique resort rapidly growing in popularity with both winter and summer vacationists.

The *Fort Hamilton* is too busy to have adventures, say her officers, for she is constantly flitting back and forth between New York and the Islands. It is only a 48-hour voyage and as there is no lack of passengers, the ships in this service are not allowed to waste time. In fact, it is declared that so popular is the route, reservations must often be made weeks ahead of the sailing date to be sure of accommodations.

When raised on our 30,000 ton dry dock, it was found that the *Fort Hamilton* had a thick coating of barnacles and sea growth which accumulates so rapidly in tropical waters and cuts down a ship's speed surprisingly. With these removed, needed plate work completed and a fresh coat of paint, this popular passenger carrier sped away to continue her service with increased efficiency.

In Catskills

Frankie Mack of the Sheet Metal Department and Vice-president of the Employees' Association has returned from a two-months' vacation spent with relatives in the Catskills. He was recuperating from the effects of the gas in the *Ardmore* explosion.

Keeping Fit

JUST as a person who is injured often can carry on for a time without treatment so a ship which is bumped can continue her voyages after first aid, in the form of a concrete bulkhead, has shut out the water. But with ships as well as people efficiency is cut down and at the first opportunity a trip to the hospital is needed.

Such was the case of the *S. S. Mariana* of the New York & Porto Rico Line. Bumped at her pier in New Orleans by another vessel being warped in, the plates on her bow quarter were badly damaged and fissures were opened to the sea.

The *Mariana* was all ready for another voyage, however, so cement was used to keep out the water and she steamed away in spite of the accident. She carried the damaged bow for two months and then came to the Morse yard, where the plates were renewed. Again in first class condition, she was ready to pursue her service freed from the handicap in speed and cargo space.

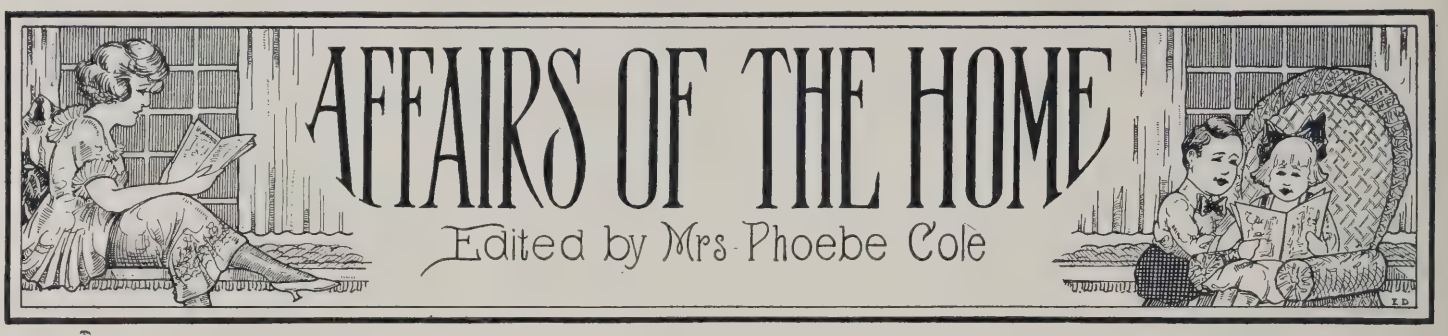
Thus does the Morse yard play its part in keeping the ships of the World at their highest efficiency and ready to carry the products of many lands wherever they may be needed.

Perfect Package Month

ALL trades and industries will be asked to cooperate in the "Perfect Package Movement" to be conducted jointly by the railroads, steamship lines and express companies in the United States and Canada. November has been designated "Perfect Package Month". The purpose of the movement is to stimulate further public interest in good packing of shipments.

Stork Pays Visit

A 12-pound boy arrived at the home of Wallace Livermore of the Chippers and Caulkers, Friday morning, September 23. His name is Arthur Edgar. This makes six fine youngsters in the Livermore family and five of them are boys.



When You Buy Hosiery

MANY women have a very definite idea of the kind of hosiery they wish to buy, and yet when they go shopping they fail to obtain exactly what they wanted because they do not know the correct terms in which to ask for it. Listless or overworked clerks often make no effort to understand what the shopper really does want, and so the purchase is never satisfactory.

The following list of hosiery terms may assist you to ask for what you want, and to get what you ask for:

Seamless Hose.—Any stocking knitted in a tubular form so that no seams are necessary.

Shaped Hose.—Hosiery that is knitted with a straight tubular leg and then stretched and pressed into shape. This process of shaping determines the size of the stocking, and accounts for the bagginess and shortness of the foot after the stockings have been washed and the shaping begins to go. Shaped hose are the cheapest, and least desirable.

Fashioned Hose. — Seamless hose knitted in a machine which shapes the hose by controlling the number of stitches. Distinguished by dart or gusset in calf of leg.

Full-fashioned Hose.—Knitted flat. They are shaped by controlling the number of stitches in leg, heel, toe, and instep, and are then seamed up from toe to the top. This is the best fitting but the most expensive type of stocking.

Mock-seam Hose. — This type of stocking is knitted tubularly and then seamed down the back of the leg to look like a full-fashioned stocking.

Boarding. — The process of shaping the finished hosiery by stretching it over shaped boards, steaming and drying. This is the process which determines size and shape of "shaped" hose.

Split-foot. — Foot made of different material in the sole. Especially desirable in silk hosiery.

Fruit and Nut Sandwich Filling

1 lb. raisins
1 lb. dates
½ lb. English walnuts (or any other nut)
2 oranges, juice squeezed out.
2 lemons, juice squeezed out.

Chop or grind the fruits and nuts; mix well with the fruit juices. Put in a mason jar and keep closed. If sweet sandwiches are popular with your family, these are bound to make a hit, and are very nutritious as well as being appetizing. The mixture will keep indefinitely in winter, if in a cool place and will keep usually for a week in summer, in the ice box. Children usually love this mixture, which is good for them, as raisins contain much iron, and both raisins and dates much sugar, which is a good body fuel if not fed in excess.

Browned Rice

Place a heavy saucepan, preferably of iron, over a slow flame, dry, and as it becomes hot pour into it one or two pounds of dry rice; keep stirring and turning almost constantly, until the rice has turned an even, delicate brown all over.

Whether this browned rice is boiled or steamed, it will need less time than ordinary rice, as the heating has partially cooked it. The flavor is slightly nutty, and most persons think it delicious. It is a pleasant substitute for potatoes, especially with chicken.

The Gentle Art of Ignoring

WE hear a lot, these latter years, about "lost arts". To hear some folks talk, you'd think that everything worth while passed with "the good old days". But there is one art which I hope will never be lost, and that is what I call the gentle art of ignoring.

Probably not until we attain Heaven will any one of us live out a full day of life without encountering some little unpleasant circumstance, some little embarrassment, some condition that arises unexpectedly to spoil our own happiness or that of some other person.

Now we know that little things have mighty power, sometimes, to make everybody uncomfortable or downright unhappy. And these little unpleasantnesses we must learn to IGNORE.

Oh, it's an art, all right. And most of us have to cultivate it for years before we attain any proficiency at all. But it's an art so well worth while that it would pay us all to begin studying it and cultivating it even while we are children. And if we are parents, and care about our own children's development, we will surely try to instruct them in the gentle art of ignoring.

There are all sorts of things that ought to be ignored: such as the heat, and the spot that somebody unfortunately makes on the clean tablecloth, and the dreadfully embarrassing slip of the tongue that somebody makes in our presence, and all the myriad little things and circumstances that annoy us or might embarrass others.

I remember with keenest vividness an incident that occurred when I was a little girl, which perfectly illustrates my point. There were two tennis courts on my block, in a western city, and there, every summer evening, the young

people of the neighborhood gathered, some to play, others to watch. I was with a little group of girls about ten or eleven years old, when a girl, of an older group, a tall stately blonde of about sixteen, lost her petticoat! There it lay, billows of white ruffles, about her feet.

With superb poise she stepped out of it, stooped and swiftly gathered it up into a bundle under her arm, and strolled on as calmly as though nothing had happened.

What remains in my memory is not only that girl's well-bred poise in ignoring what must have been embarrassing to herself, but the reaction on those who had witnessed the incident. Some tittered or openly laughed. Others, with a dignity and courtesy equal to the girl's own, ignored the incident and did not seek to magnify it by calling attention to it.

In a world where buttons and snappers are bound to come off, where runs start in stockings, and accidents happen to the most careful person, let us try to relieve the embarrassment of others by ignoring uncomfortable things, unless we can whisper a private word and help the other person out.

The Gift Plus the Giver

IF you went to an American public school at any time during the last twenty-five years, you had to study "The Vision of Sir Launfal" and you may recall the line which I always quote vigorously to myself when I am thinking about making a gift to someone. The line is this, and it refers to the coin which Sir Launfal, in his proud and haughty days, carelessly tossed to the beggar at his gate:

"*The gift without the giver is bare*".

That means that a simple, inexpensive gift, if your heart goes with it, is better than a gift that means nothing to the giver.

One of the nicest gifts I ever heard of cost less than a dollar, but was a gift plus the giver, because the giver had put her clever brain to work to plan the gift, and had set her fingers to work to make it. It was a set, or rather, several sets, of cheesecloth squares, all hemmed with a colored cotton stitch. One set was for wash cloths, another set, each square about the size of a man's handkerchief, was for cold cream, and the third set was for dust cloths. Could anything be nicer?

Another inexpensive gift that one girl once made for a friend about to be married consisted of a set of aprons, for every domestic purpose. There were a couple of dainty white ones, and a rubber one for dish-washing or laundry work; there were three good practical gingham ones for housework, and *one for the bridegroom!* Men, you know, usually don't object to wiping the dishes for the first few months of matrimony, before the novelty has worn off.

Don't wait till the last minute before you have to send off a gift and then rush around and wonder what to choose. Don't ever attempt to give gifts that are more expensive than you can afford. Don't let the fear of being thought poor scare you into doing such a silly thing. Remember, a small gift, appropriate to your circumstances, really makes a better impression than something which you can't easily afford.

Don't Snub Your Children

DO you realize that the average child, after it is seven or eight years old, is very much like an adult in everything save its experience? Of course it has not lived so long, experienced so much, and its judgement is not developed. But as an individual human being, the child has just as much independence, just as much pride, just as much sensitiveness, as many adults.

Don't squelch children continually. By that I do not, of course, mean that children are to be allowed to run wild, impose on everybody, and have their own way about everything.

But what I do mean is, don't treat them as though they were the house cat—something that has to be fed and cared for, and petted when you have time, but not real persons.

Children love to be consulted seriously about where to plant the radish seeds, and what to have for dinner, and which way to go for the walk, and dozens of other little domestic things. The mother and father who consult the child in friendly fashion, and make him feel that *they respect him*, are laying a foundation of love and understanding and comradeship that will last through all the years. Children usually respond wonderfully to being treated as though their opinions counted. It steadies them, fills them with pride, increases their self-respect, to feel that they count in the family group.

Another thing that is important in a child's development is consulting with him about his clothes, telling him frankly just how much you can afford to spend on his needs, and getting his co-operation about selecting what will be most sensible and serviceable. Don't force navy blue on him if he longs for brown or green. Having what he wants is much more important to him than to you. Make a pal of your child and increase his self-respect by treating him with respect and courtesy.

Peanut Butter

Few housewives bother to grind their own peanuts for peanut butter, since such perfect products can be purchased ready made. It is cheaper to buy peanut butter in bulk than in jars, and the quality is the same. Peanut butter has a more delicious flavor and also looks more attractive, if you will cream it down with several tablespoons of very cold water. Use a deep, rounded bowl, and keep pressing and mixing with a slow stroke with a table spoon till you get a perfectly smooth emulsion, which will have a most delicate tan color and a very delicious flavor, much more delicate than when the peanut product is used straight. Also, it will not stick to the roof of the mouth as the thick peanut butter does.

Pepper Hash

12 red peppers	1 pint vinegar
12 green peppers	2 cups sugar
12 onions	3 tablespoon salt

Chop the peppers and onions. Cover them with boiling water and let them stand for five minutes. Drain off the liquid. Add the vinegar and seasonings and boil the mixture for five minutes. Pour into scalded jars and seal.

SCISSOR THEFTS

Measuring Man-Power

IS it not strange that man should learn to measure the power of machines before he learned to measure his own power? For scores of years we have measured machines by horsepower and men by guesswork.

But we are learning. At least, one man, after years of study and experimentation, has developed a unit of human power which should serve in the gauging of man's productive capacity quite as effectively as the horsepower unit serves to measure the machine, the Watt to mark the flow of electrical energy, and the B.T.U. to test the thermal content of gas.

Can you imagine the far-reaching significance of this discovery?

The unit of man-power measurement may not be perfect yet. It probably is not. But it has reached the stage of useful application and has achieved dollars-and-cents results. It will be perfected within a reasonably short time. Then what?

Simply this: employer will *know* —he won't have to *guess*—just what each employee should accomplish in an honest day's work. The employer will get what he pays for and the employee will get what he earns.

The man who discovered the unit of man-power measurement is Chas. E. Bedaux, founder of the Chas. E. Bedaux Company, engineers. He calls it the Bedaux-Point Principle of Industrial Measurement. His system is being worked out now in at least a dozen nationally-known industrial plants. Where the Bedaux-Point system has already been completely adopted it has produced notable results. For instance, one plant turning out electric motors was able to reduce costs per unit over 30 per cent. in the first six months of last year, when costs were generally soaring and when another plant producing a similar type of motor experienced a rise of fully 64 per cent in unit costs. Eighteen months from the start the plant using the Bedaux system was able to show a saving of nearly $1,000,000; and the amount saved went up month-by-month from $9,500 in the first month to $106,000 in the eighteenth month.—J. G. Donley, in *Forbes Magagine* (N. Y.).

A Man's Job

By Arthur Capper

U S. Senator from Kansas

A man's job is his best friend. It clothes and feeds his wife and children, pays the rent, and supplies them with the wherewithal to develop and become cultivated. The least a man can do in return is to love his job. A man's job is grateful. It is like a little garden that thrives on love. It will one day flower into fruit worth while, for him and his to enjoy. If you ask any successful man the reason for his making good, he will tell you that first and foremost it is because he likes his work; indeed, he loves it. His whole heart and soul are wrapped up in it. His whole physical and mental energies are focused on it. He walks his work, he talks his work; he is entirely inseparable from his work, and that is the way every man worth his salt ought to be if he wants to make of his work what it should be, and make of himself what he wants to be.—*Trained Men.*

When to Jump In

THE man who employs you thinks he knows how to run his business. He may be wrong, but that is what he thinks. Also he believes he knows what he wants you to do. Again he may be in error, but such, notwithstanding, is his belief.

Most men who have risen to a position which enables them to employ other men have a very strong belief in themselves.

If you are right about a thing, and know you are right, it is very well to prove it—provided it will do the business any good, but unless you can save your employer a lot of money by showing him that he is in the wrong, you had better refrain from doing so.

Men do not like to be put in the wrong, and they like still less to be proved in the wrong. And employers like the rest of us, are only men after all, with men's weakness and failings.

If you are employed as a consultant, you are selling your opinion, and can give it with impunity. But if you are employed as an assistant, charged with carrying out orders, it will do you no harm to carry out the orders exactly as given.

Carry them out as well as you can, asking only such questions as are necessary, and believing that to carry them out is just at that time the most important thing in the world.

If you will do that repeatedly, the employer will have to promote you whether he wants to or not, because if he does not somebody else will find out about you and grab you. Every one wants the good man.—*The Sentinel Works Magazine.*

The Sea-Wolf

OF all the inhabitants of the ocean few are more destructive than the sea-wolf, a kind of dolphin which attains, when full grown, a length of 14 feet and a weight of 3,000 pounds. When a mother walrus perceives a sea-wolf it endeavors to throw its cub on an iceberg, if one is near. Failing in this, it gets the cub on top of its head and swims with it above the water. But this is vain. Diving far below, the fish of prey comes up with tremendous force, striking the frantic mother a terrific blow and jolting the cub off its head into the water. Here it falls an easy victim to the assailant and is soon devoured.—*Marine Journal.*

Keep Smiling

SMILE, smile, smile. Keep smiling and old man gloom will never get you. And trouble packs its heavy grip for a quick getaway when smiles appear.

You can't be defeated so long as you keep your smile. Sure you may get walloped and bowled over, knocked for a goal, but your spirit is still fighting if your smile is still there. And the fighting spirit carries on to victory.

This Months' Holidays

Armistice Day, Nov. 11.

Thanksgiving Day, Nov. 24.

TWO holidays occur this month and it is fitting that they should be close together. Thanksgiving is the great American holiday. You all know its significance. But, this year, it may be hard for many to celebrate it with true thanksgiving spirit. Yet there is one consoling thought—a thought completely visualized in Armistice Day; that consecrated termination of recent war. We have much to be thankful for. The very thought of Armistice Day and of peace now ours is proof enough.

PET PEEVES
WHEN YOUR ROLLED STOCKING "ROLLS" ALL THE WAY DOWN
3c
WHEN THE ALARM CLOCK "ALARMS" ON SUNDAY MORNING!
WHEN YOU FIND THE MOTHS HAVE DINED ALL SUMMER IN YOUR WINTER SUIT
VE GODS!
HAW-HAW!!
WHEN YOU'RE 5 MINUTES LATE AN THE STREET CAR WHIZZES BY WITH OUT NOTICING YOU!
WHAT'S YOUR PET PEEVE?

The Office Cat Says—

Mr. Benner is once more a resident of our noble city and is located for the winter over around Central Park West.

Miss Jenson of the Yard Hospital has purchased a quantity of excellent coffee at wholesale prices. Anyone wishing to take advantage of this bargain can obtain a pound or more from her at cost price.

Recently the Employment Office has been a scene for reunions. George Bruder, formerly typist, John Costello, "Clancy" of violin fame, and Henry Riccardo have paid visits to their old boss Mr. Benner. All are doing well and wish to be remembered to the boys in the Yard.

Mr. Mc Quaid, our Insurance Clerk, is spending considerable time outside these days trying to inaugurate a co-operative plan of insurance for several other industries beside ourselves. In this way it may be possible, by grouping these several bodies with our members, to obtain a more liberal and cheaper insurance plan. To put the thing over right he went out and bought himself an entire new wardrobe and a pair of trick shoes. Mac says, "You need to be dressed up to the minute when you hit the big ones."

It is rumored that the Christmas Tree Committee is planning to make this year's Celebration one worth while. It is possible that the gifts to be distributed will be of a more useful nature to the families. President McGuirk is looking over the Turkey Market. Some say that he and the directors are contemplating handing out birds to the members.

The apprentice school has temporarily discontinued its sessions on account of the poor attendance at afternoon classes. It is hoped that some of the boys in the meantime will take advantage of the many courses given in various night schools so that they may be able to continue their studies.

Harry Lyle has taken another trip up state and it is rumored that he contemplates being a gentleman farmer.

Mike McKenzie and John Keating, machine shop apprentices, are now working in the Bolt & Rivet Room, Coppershop Building.

Mrs. Max Turnbull, who has been seriously ill, is much improved, according to the latest report. Max Turnbull is in charge of electrical installation and friends in the yard were glad to hear the good news.

Ed Clark of the Electricians is at last back in the yard after being detained for about three months in Italy on the *S. S. Pocahontas*. Ed shipped from the Yard as a Deck Engineer on the liner and just as they were about to sail from Naples on a return trip the boat was libelled. He came home steerage from Gibraltar and promises to tell us more of his experiences, when he gets a chance.

Brooklyn, N. Y., Oct. 1st., 1921.

The Morse Dry Dock Dial.

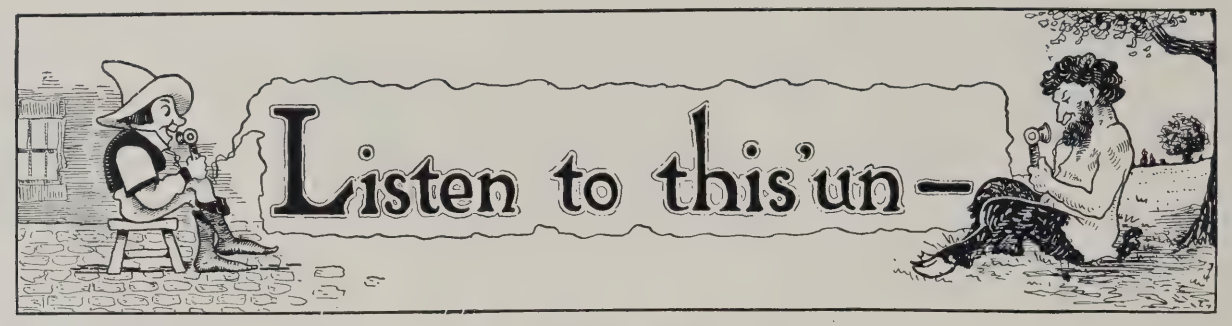
The family of Mr. Kerr.

We most sincerely thank the Employees Association for the kind sympathy shown and the beautiful floral piece sent.

Yours respectfully,

Jas Kerr.

543, 55 Street.



Mary and Dorothy will Vote

Mary T.—How will you vote?

Dorothy G.—In my tan suit and squirrel toque.

* * *

They met on the bridge at midnight,
They will never meet again.
One was an Eastbound Heifer,
The other a Westbound train.

* * *

"Boby," said the teacher sternly, "Where were you yesterday?"

"I had a toothache."

"Has it stopped aching?"

"I don't know. The dentist kept it."

* * *

Capt. Kirby.—I see there's some talk. upon the question of abolishing capital punishment. Would you vote to abolish it?

Chief Meyers.—No sir; capital punishment was good enough for my ancestors, and it's good enough for me.

* * *

Bill—I hear that Mrs. Newlywed worships her husband.

Jim—Yes, she places burnt offerings before him three times a day.

* * *

Vera Remsen—I saw you driving yesterday with a gentleman. He appeared to have only one arm.

Mary T.—Oh, no; the other arm was around somewhere.

* * *

Angry Customer—Look here, waiter, I've just found this trouser button in my soup.

Sunshine waiter (with beaming smile) —Oh, thank you, sir. I couldn't think what had become of it.

Willie was looking at an old picture of Elijah ascending to Heaven in his chariot, his head adorned with the usual halo.

"Oh! look mamma," he said, "he's carrying an extra tire."

* * *

Served Him Right

I sneezed a sneeze into the air;
It fell to earth, I know not where.
But hard and cold were the looks of those
In whose vicinity I snoze.

* * *

Some things that always come back —Bad checks, Drowned Cats, Freckles, Gossip, H. C. L., Winter, Taxes.

Some things that never come back— First love, Five-cent cigars, Last year's clothes, Natural complexions, Good old days, Hair on bald heads.

Some that want to come back—Germany, Jess Willard, Profiteers.

* * *

"Cohen, I have lost my pocket-book."

"Have you looked by your pockets?"

"Sure, all but der left-hand hip pocket."

"Vell, vy don't you look in dot?"

"Because if it ain't dere, I'll drop dead."

* * *

Fruit Vendor (selling bananas)— Forty cent a doz!

Cy Mac Laurin—I'll say fifty he doesn't.

Mistaken Identity Again

Daughter (having just received a beautiful set of minx skins from her father)—What I don't see is how such wonderful furs can come from such a low, sneaking, little beast.

Father—I don't ask for thanks, dear, but I really insist on respect.

* * *

First Office Boy—"I told the boss to look at the circles under muy eyes and see if I didn't need a vacation."

Second Office Boy—"What did he say?"

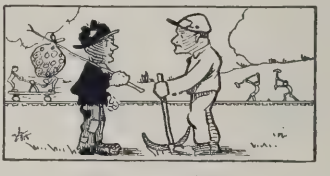
First Office Boy—He said I needed a bar of soap!"

* * *

"Is your son gifted in any way?"

"Gifted, he ain't got a darn thing I didn't give him."

* * *



Benner—Want a job?

Applicant—What kind of a job?

Benner—Can you do anything with a shovel?

Applicant—Sure, I can fry steak on it.

* * *

"Pop, what do you call a man who runs an automobile?"

"That depends on how near he comes to hitting me."

* * *

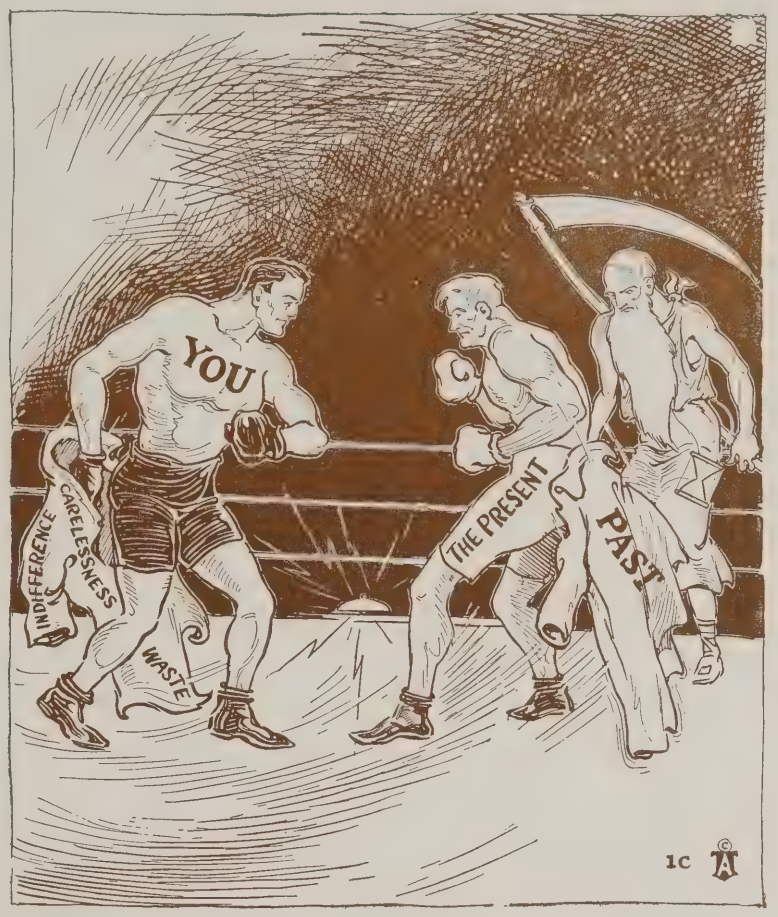
Dr. Wynne—Whaddaya got in the shape of automobile tires?

Saleslady—Funeral wreaths, life preservers, invalid cushions and doughnuts.

* * *

Billy Mc Ewen—Could you take a joke seriously, dearest?

Mary Brady—Oh; this is so sudden.



Accident Victims

are of four kinds:

1. Those who court Danger
   (Showing off, failure to take precautions, horse-play).
2. Those who go to sleep on the job
   (Failing to notice dangerous places and practices).
3. Those who are injured by natural causes
   (Storm, fire, explosion,—in some cases).
4. Those hurt by the carelessness of others.

Do you realize that cutting accidents to a minimum would save more than a Billion Dollars a year?

Part of that Billion is yours.

We cannot enjoy full prosperity individually or as a nation
until we put a ban on accidents.

It is said that of all classes of workmen the least likely to be injured are newspaper reporters. They are continually going into dangerous places, but they are wide awake young fellows with eyes watchful and minds active. Moreover, they see so much of suffering as a result of accidents that they watch out with increased care.

Three classes of accidents are avoidable.

Let's Practice Safety First!

Confidence

When Morse Workmen undertake a ship repair job they have confidence, not only in their own ability, but in the facilities which are available to back up their efforts. That is one reason why our customers have confidence in the efficiency and quality of our work and continue to patronize us.

MORSE DRY DOCK & REPAIR CO.

Phone, Sunset 5100 BROOKLYN, N. Y. Cable, Pyrosison, N. Y.

Dofran Printing Co., 271 Canal St., New York City

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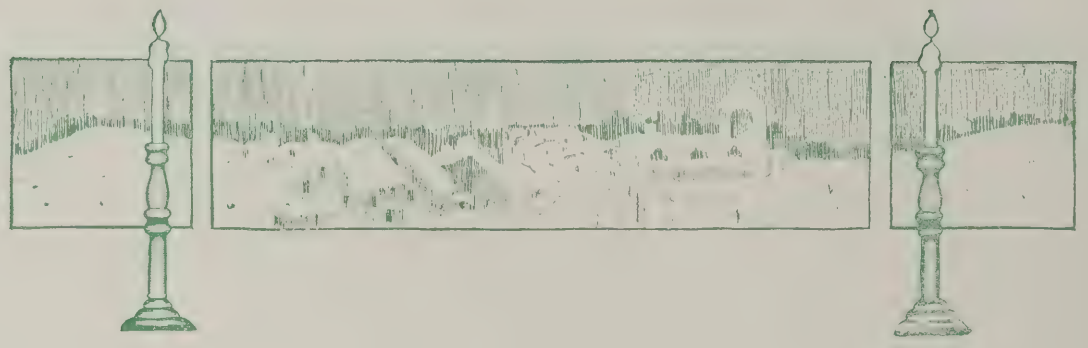
The MORSE DIAL

DECEMBER, 1921



Christmas Day

"What means this glory round our feet,"
  The Magi mused, "more bright than morn?"
And voices chanted clear and sweet,
  To-day the Prince of Peace is born!"

"What means that star," the Shepherds said,
  "That brightens through the rocky glen?"
And angels, answering overhead,
  Sang, "Peace on earth, good-will to men!"

—James Russell Lowell

MORSE DRY DOCK DIAL

Vol. 4 December, 1921 No. 12

One corner of the Morse New York Office: insert shows Lloyd Adams Noble in conference with F. B. Rose from the Main Office

Looking Behind the Scenes

DAY by day ships come sliding in alongside our piers. Almost hourly a vessel is being raised or lowered on one of the giant Morse dry docks. To workers about the yard it is a commonplace occurrance. Why these boats come to the Morse yard or how they get there probably is a question which never occurs to many.

Like the audience in a theatre, we are not greatly concerned with that part of the program. Yet to one who has been behind the scenes, watching the electricians, the carpenters, the stage hands at work and the actors preparing to go on or come off, the theatre becomes a new and far more interesting institution.

So it is with practically every other large business enterprise. The real mechanics of it are behind the scenes, for only the initiated to see. The destinies of the Morse organization for example, are largely controled by a busy little group of men we hardly know.

They are the scene shifters, if you wish to carry out our comparison with the theatre. They are responsible for the coming and going of those vessels which line our docks. And from an eyrie vantage point high up on top of the Whitehall Building at 17 Battery Place, Manhattan, all this work is done. There on the twenty-seventh floor the Morse Company has a suite of rooms in which this busy little band of workers make their headquarters.

From the windows of this office a clear view can be obtained of New York Bay and even on beyond the Narrows. Up on the roof there is a high-power wireless station, transmitting and receiving messages from every point of the compass, over water and land. Then too there is a direct telephone connection between this outpost and the home office in Brooklyn.

The business in which this New York office is engaged is too important for trifling with the usual 'phone service. Communication must be as direct, swift and sure as modern science can make it. There is also a connection with the Morse station on Staten Island, out by Quarantine at the Narrows. This is the base of operation of the *Emily*, Morse soliciting boat. Her duties have already been described in a previous article.

But not only as an ideal vantage point from which to view the operation in New York Harbor is the Whitehall Building of such strategic importance—it is one of the most powerful and highly concentrated shipping centers in the World. In this building and others near at hand can be found the headquarters of all the more important steam ship lines. Here also are the offices of hundreds of companies engaged in enterprises of lesser magnitude such as coastwise or harbor traffic.

Right near at hand is the new home and headquarters of the United States Shipping Board, now the greatest ship-holding nucleus on the face of the globe. In this neighborhood we also find an institution of great shipping importance, the Maritime Exchange. Where else could there be found a more advantageous point for the headquarters of the Morse soliciting staff?

That is what these men we so seldom see really are—business getters. The Whitehall building office is their base of operations. What a fine group of men they are too!—practically all ex-seamen of course. They would have to be, in order to get business from and talk to men of the sea. Each is an expert in his own line. Former ship-masters, navigators and marine engine experts; all may be found in that office personnel.

We give initial attention to Lloyd Adams Noble because he is, perhaps, best known to the men in the yard. He has long been associated with the Morse Company and during that period of service there are many notable achievements which must be assigned to his credit.

Harking back to those stirring, rushing days of the war, we see Mr. Noble as the "big chief" of what was then our Hoboken office. No other Morse department accomplished more than did that little group of workers over in Jersey. Far away from their base of supplies, inconvenienced in many respects, they carried on courageously.

The government needed repair men at their piers over there and they were bound to do their bit. Noble's personality and ability to gain the confidence of his men was responsible, to a considerable extent, for the wonderful record which Morse men made for themselves during the days of the war.

Toward the selling of Morse Service he now exerts that same amount of "push" and "go" which characterised his production record. His technical knowledge of ship repairing also well fits him for this task.

Captain M. Giannoni is another of this group of Morse salesmen, who requires considerable attention. He is a former deep sea pilot and has been the master of many large Italian liners. Well known in Italian and Greek shipping circles, his particular interest is, of course, in the gaining of a large trade from them. We have only to look back upon the many vessels hailing from these two countries which continually come into the Morse yard to realize the value of his work. In most cases, the fact that we have work to do upon them is due to the force of Capt. Giannoni's salesmanship.

Another real old salt of the deep-water variety is Capt. Frederik C. H. Arentz who does practically all of our soliciting in the Scandinavian field. Capt. Arentz was formerly a very well known Norwegian sea-captain. He has to his credit twenty years of successful navigation on the high seas. Practical knowledge of what his clients need most, plus a genial nature which of necessity must make friends, Capt. Arentz is a sure-fire business getter of the first water.

The Anatomy of Success

Keep on your *Toes.*
Put your best *Foot* forward.
Hold on to your *Backbone.*
Keep a stiff upper *Lip.*
Keep *Abreast* of the times.
Stick out your *Chin.*
Don't get down in the *Mouth.*
Use your *Head.*
Keep your *Eyes* and *Ears* open and your *Mouth* shut.

Japan too has a most able representative on this staff in the person of Kent Okasaki whose success in securing business was recognized in a recent article.

The Maritime Exchange is an institution mentioned in an earlier part of this story. It is a place where every movement of every ship on the high seas is recorded daily and where full data on every vessel approaching and entering this port is made available. It is also the gathering place of captains, chief engineers, and men of the sea generally. Obviously, this is an important news center and a place where personal contact is at a premium.

Covering this important field we find another Morse representative in the person of Jimmy Meehan, probably one of the best informed men on shipping data to be found anywhere. Among men who gather at the Exchange, Jimmy is very popular. It also might not be amiss to mention here that he is a World War veteran and the modest possessor of high military honors not to mention several scars which are the result of his obtaining them.

Carlos Camelier, who hails from Brazil, is our South American representative. He speaks French, Spanish, Portuguese and is very well known among South American shipping men. He has been a member of the Morse organization for six years. Before joining our soliciting staff about one year ago he was in the main office.

Last but not least, we must not forget Miss Connie Mantia. According to all reports she is what most any boss in a moment of ecstacy might term a "gem." Knowledge of Morse business fairly saturates her person; Morse data is at her finger tips, she can talk the language of almost any sea captain, in fact no one could seem more alert and on the job; accepting, perhaps, Billy Cain, the indispensable office boy.

We are not unmindful of the important part which Henry Rochelle plays in the sales end of this gigantic business but since he does not operate from the New York office we are not including him in this article because we hope to feature another article later on about his interesting occupation.

It is no easy task which these people—our salesmen have before them. Competition in the ship-repairing field is powerful. In fact these people could not sell at all if it were not for the support of the men back in the yard. The keynote of their campaign is "Morse Service."

Morse workmen alone are responsible for the advisability of their using this as a main selling point for they are the ones who made it possible. Ship owners and ship captains are the first to recognize honest treatment and efficient service. So once received in the Morse yard they come back again. That means more work for all of us.

Essequibo Back Again

AFTER an uneventful but pleasant trip down along the sunny shores of South America, the *S. S. Essequibo* returned to our dry dock last month for a minor paint job.

We all remember the *Essequibo* and the stories of tropical fruits, intrigues and revolutions which she brought with her upon the occasion of a previous visit, last summer.

Nowhere else in the World, perhaps, is the spirit of romance and adventure more prevalent than in those little outlying ports of the tropics at which she touches. And the *Essequibo* has had her full share of complications in those quite boisterous South American affairs, about which we occasionally read, which change Presidents, administrations and boundry lines overnight.

She has carried on several occasions, ex-presidents of these countries and exiled political leaders fleeing to more favorable localities.

The *Essequibo* is of British registry, hailing from Belfast, but plys between the ports of New York and Valpariso, Chile as a part of the Pacific Steam Navigation Company fleet.

Beside a considerable capacity for freight she is a first class passenger vessel in every detail comparing quite favorably with trans-Atlantic liners. There are excellent accommodations for 250 passengers aboard her. In so far as freight is concerned the specialty of this boat is tropical fruit. For this purpose the ship has specially cooled chambers which make transportation of such perishable produce possible. The 5,000 mile voyage is usually completed in about 20 days.

We were pleased to welcome back again the crew and officers of the *Essequibo*. Britishers mostly, they have the stoic quality of that race which disregards adventure and considers it nothing but everyday life. But their weather-beaten countenances assure us of the fact that there are many other stories about the *Essequibo* worth knowing if they would only tell.

No Rent for Him

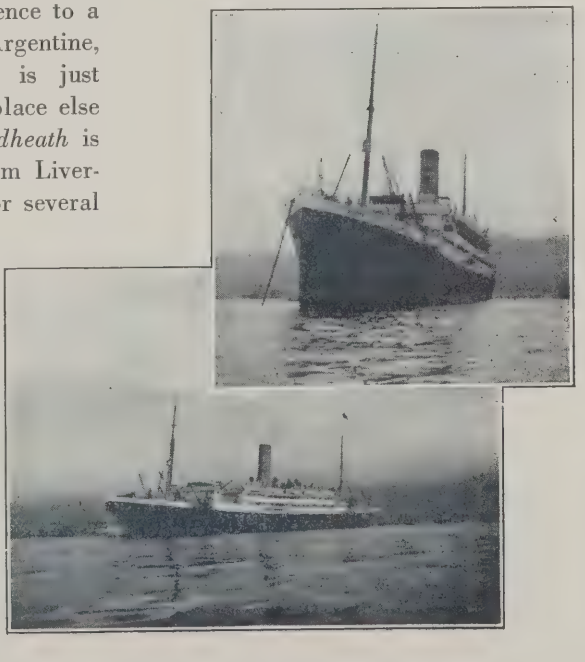
THOSE of you who may entertain some doubt about the joys of being an ocean tramp should have consulted with Johnny Haxton, chief and only cook apparently of the *Hampsteadheath* recently laid up at one of our piers.

Maybe some of the old sea dogs who abound in our yard will disagree but according to Johnny, himself, "There's nothing like it. A man's a fool to stay ashore. Why, look at me! This ship's had hard luck. Been layin' around here three months now for a load. But does that bother me? Naw! I gets me three squares a day an' so does all the other lads aboard. I gets me pay regular too an' even if I didn't there ain't no rent."

That's an argument worth considering—no rent. Maybe it would be a good idea to try sailing the bounding main. Anywhere that the *Hampsteadheath* hasn't been wouldn't be worth mentioning on a Rand McNally map. Johnny has been present during only three of the old warrior's twenty four years afloat. But even at that he can twirl foreign names about on the edge of his cockney tongue in a manner calculated to make Burton Holmes look foolish.

Business is dull just now for the *Hampsteadheath* has been in port for six months looking for cargo. She came here light from Antwerp for the expressed purpose of having her repair work done in a port where they know how to do it. Ports on the Argentine coast will probably be her next stop. But it really makes no difference to a genuine ocean tramp—the Argentine, Shanghai or Bombay; each is just about as much home as any place else in the World. The *Hampsteadheath* is of British registry hailing from Liverpool but hasn't been home for several years. And, if the rest of the crew think like Johnny, it doesn't matter much. Home to them is where the food is best and then again there is that additional advantage—no rent to pay!

"What did you get fired for?"
"Because I got drunk once."
"How long, were you with them?"
"One day."



In far off Valpariso: the *Essequibo* riding anchor in the harbor of that city. Here or abroad, she is always the same trim vessel; a credit to any port.

Shipping News Gathered Here and There

Under Water Riveter

Repairing of ships without having to put them on dry dock may be possible if the new under-water riveter recently demonstrated in London proves successful. This new riveter is of a portable nature and weighs about 15 pounds. It resembles a pneumatic hammer but is fitted with an explosive charge the blow of which enables studs and taper pins to be driven into steel plates. According to news of a recent test, a diver succeeded in driving a bolt through a 5/8 inch steel plate twenty-one feet under water. Simple operation is said to be one of the features of this tool and it requires no external source of power.

Largest Tank Steamer

The *John D. Archbold* is now the largest tank steamer in the World. This tanker, a part of the Standard Oil Company of New Jersey fleet, has a dead weight register of 20,003 tons and has a length of 555 feet with a beam of 75 feet and a draft when fully loaded of 30 feet. Fully loaded she will be able to make a sea speed of 10¾ knots. The *Archbold* was built by the Newport News Dry Dock & Shipbuilding Company.

Another large tanker, the *Samuel Q. Brown.* built for the Tidewater Oil Company was launched on October 15. It is named in honor of one of the founders of the Tidewater Oil Company. The *Brown* is 424 feet long, 58 feet beam, 33 feet deep and has a capacity of 70,000 barrels of oil. There are eighteen main cargo tanks. In addition to them provision has been made for 60,000 cubic feet of package space.

Another Use for Wooden Ships

More than 250 wooden steam vessels constructed during the war, are lying idle in Atlantic and Pacific ports. Unless use is made of them very shortly they will have to be destroyed. One suggestion receiving considerable comment is to use them for Central and South American trade. They could be made to accommodate 50 first class and 110 deck passengers, without encrouching upon cargo space. Use of them in this manner might relieve the generally admitted lack of tonnage between the smaller centers of Latin America. Especially is this true of South American sheep raising countries where millions of pounds of wool have been kept in storage since 1918 and still have little prospect of reaching market unless shipping facilities improve.

New Munson Line Boat

The recently launched *Munargo* is the latest addition to the Munson line fleet. It is one of the largest vessels in Cuban service. This ship has six decks, three fore and three aft. There is also a bridge and promenade deck amidships. She is 432 feet long 57 ft. 6 in. wide, 30 ft. 6 in. deep. She can accommodate 172 first class passengers and 60 second class passengers. Her engine equipment consists of the latest type double reduction gear turbines and single-ended Scotch boilers, adapted to operate either on oil fuel or coal.

Yankee Sailors Fight Unions

With headquarters already established in New York, American-born seafaring men have organized to combat what they consider to be a detriment to their profession: the foreign controlled "international" unions. They have no use for these organizations guided in policy by foreigners who know nothing of American customs or traditions and have no love for them. This new movement should have the unqualified endorsement of everybody interested in the welfare of the Port of New York for its success means practical oblivion for the International Seamen's Union of America which was responsible for the totally inexcusable tie-up of shipping last May. None of us have anything against the foreigner who comes to our shores if he agrees with the principles which this country represents and attempts to govern his life accordingly. But that the practical control of our shipping should be in the hands of total strangers is a situation absolutely intolerable from every standpoint. That is what our Yankee sailors are fighting against.

A splendid example of the cooperation which may be expected from real American sailormen free from the taint and drag of foreign unionism was demonstrated this summer when all deck officers on American ships came together and agreed to accept a 15 per cent cut in pay. They realized that war wages were no longer possible and acted accordingly for their best interests and the best interests of all concerned. Clear thinking and acquaintance with our own local economic situation is necessary if amicable arrangements are to be established between employers and their men. This can never come to pass as long as a foreign element is in power.

Latest Shipping Board News

The Emergency Fleet Corporation and the Shipping Board are now definitely separate organizations. This will give the Shipping Board a real chance to concentrate upon the regulation of shipping, a function too long neglected. Probably due to strong feeling in regard to this matter by American steamship owners and operators the provisions of the Jones act will be more thoroughly enforced in the future. The retrenchment policy already inaugurated by Chairman Lasker is now being carried thoroughout all the operations. Last August, 680 Shipping Board vessels were in use. This was decreased to 480 vessels in September while at present only approximately 350 vessels remain in active service. It is intended to keep in active service only vessels which show a reasonable profit. It is intended, of course, to eventually sell

off the government fleet. This will allow the board to go ahead with several important undertakings. There is, for instance, the plan to recondition the *Leviathan.* Other ships upon which work must be done are the *George Washington* and the *America.*

The *Leviathan,* incidentally, if reconditioned according to present plans of the Shipping Board, will be one of the largest repair jobs undertaken at this port in considerable time. Chairman Lasker has appointed a committee to work on plans for this work. The chairman of it is William F. Gibbs, chief constructor of the International Mercantile Marine Company. There are four subcommittees which are working on the following detail; oil fuel installation, joiner work, plumbing and heating, and electrical work. It is expected that the repair work will cost about $4,000,000 and if the committee can see its way clear to finish the job at such a figure work will be started immediately.

Pacific Free Port

Rufus P. Jennings, representative of private interests combining with the city of Berkeley, California, for the construction of a Pacific Port Terminal, announces that the passage of the Jones bill will be followed almost immediately by the establishment of one of the free ports which the bill authorizes on the shore of San Francisco bay. The idea is to establish a port where countries about the Pacific can bring in raw products duty free. These raw materials will then be manufactured in this country and reshipped without the added expense of customs duties to the cost of manufacture. It is also believed that, beside this advantage, a port of this character would attract a great deal of manufacturing activity to surrounding towns such as Berkeley, Emeryville, Oakland, Alameda and San Francisco.

Concrete Ships Again

Due to excellent results obtained from the operation of the concrete motorship *Triton,* the Koege Vaerft a large Danish shipyard has constructed another vessel similar to her called the *Poseidon.* This ship is 198 feet long and of 1,300 tons dead weight. She is 33 feet broad and equipped with a four-stroke six-cylinder Diesel engine of 400 horsepower which will develop 8½ knots when loaded and consumes about 1½ tons of oil per day. It is claimed by the Triton Shipping Company of Copenhagen that these ships can be operated where a steamship of the same size would lose money at prevailing freight rates.

Ship's Sanitation Course Open

Under a ruling of the Steamboat Inspection Service effective December 31 it will be necessary for all men seeking licenses as masters, mates, pilots or engineers to take a course in the principles of first aid. To supply facilities for compliance with this rule schools for such instruction are now being organized and should be in operation sometime this month. They are to be conducted under the direction of Secretary of Commerce Hoover and will be located in the following cities: New York, Boston, Norfolk, New Orleans, Pittsburgh, Cleveland, Detroit, Louisville, St. Louis, San Francisco and Seattle. Immediate supervision of these schools will probably be in the hands of the United States Public Health Service or jointly with the Steamship Inspection Service. Complete instruction in ship's sanitation and first aid will be rendered.

Electrical Coast Guard Cutter

The U. S. S. *Tampa,* recently tried out with great success, is one of four electrically propelled coast guard cutters to be placed in service by the treasury department. She was built by the Union Construction Company, Oakland, Calif. the electrical apparatus being furnished by the General Electric Company. She is 240 feet long with a beam of 39 feet and a displacement of 1,600 tons. Her contract speed of 16 knots was exceeded during the trials. This ship is mainly propelled by two oil burning water tube boilers and a Curtis turbine directly connected to an alternating current generator supplying electric power to a 2,600 H. P. synchronous motor giving a propeller speed of 130 r.p.m. One remarkable feature of this new electrical motor is that practically all the machinery lubricates itself automatically, making it necessary for the engine room force only to keep an eye on gages, thermometers, etc. and to be sure that all parts are functioning properly. It is confidently expected that the propelling gear of these ships will not call for adjustment over a period of years.

Mr. Ship-owner, these men are ready to do your work

THE MORSE
DRY DOCK DIAL

A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company, and to the interests of the Company

BERT EDWARD BARNES, Editor
C. Stewart Wark, Assistant Editor
Willard B. Prince, Art Editor
E. Donnelly, Cartoonist

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This Publication is created and printed under the supervision of Bert E. Barnes, to whom all communications should be addressed.

Vol. 4 DECEMBER, 1921 No. 12

JOYOUS thoughts, cheerful actions all combined with an underlying determination to make the approaching new year better than any other—that's Christmas.

A Christmas Editorial

LONG before modern history began, Christmas was celebrated as the birthday of the sun. It comes at the time when that fiery god comes nearest the earth. For a moment, just before it turned on its course, the sun was believed to stand still for a wonderful single instant. It was a strange and weird moment when mountains opened and revealed their treasures, springs of water turned to wine, and other marvels happened. To celebrate it, half-savage men in the dark forests of Europe lit great log fires, decorated their altars with greens and made gifts to their gods to insure good crops and a prosperous new year.

Not only there but all over the world it was a time of merry-making and relaxation, of great feasts and happy re-unions. Then Christianity came and the church borrowed the day to celebrate the birth of the Saviour of the world. It made it a holy day, but it allowed the old pagan ways of celebrating it to remain, and with refinements they have lasted until this day. The holly and mistletoe still prevail, the gifts and the good wishes, the songs and the laughter, the feasts and the reunions. Today, as then, no house is too rich to overlook it and none too poor to celebrate it.

But no longer is Christmas celebrated out-of-doors. In these times of civilization and luxury we do not venture into the December cold. Instead, because old habits are strong we bring the great out-doors into our homes. That is the real origin of the Christmas tree and the wreathes of holly and mistletoe which give to our living rooms a touch of the primeval forest.

Christmas is the great international holiday. It belongs to all people in all sections and of all classes. It will be remembered when all our other holidays are forgotten. The Christmas tree is its symbol and Saint Nicholas is its patron Saint. Its old message, "Peace on earth, good will to men," is as real and significant to-day as ever. It is still heard throughout the world.

* * *

The One Way Street

OVER town there are many one-way streets. Once on one of them you've got to stay. Choose wrong and good-night!—you've got to keep going whether it's the right direction or not.

"An' that ain't all!" as Maggie once said. There are lots of other one-way streets you never think about. Take life, for instance—we're all interested in that. Life is full of one way streets. Some go in the right direction, of course. But others don't.

Which one are you on? Better look up at the sun, get your direction and find out right away. Maybe, if you're wrong, you can turn back at the next crossing. But if you wait until the traffic gets thick up along the line—you're out of luck that's all.

The correct one-way street of life leads to fulfilled ambition. Just because a lot of people are walking on the other streets doesn't mean that it will get you anywhere.

The Spirit of Christmas

NO other holiday or holy day is so widely observed as Christmas. Though the Esquimo celebrates by eating such delicacies as tallow candles and whale blubber and the tropical peoples have no snow or sleigh bells, it is Christmas.

Weeks are spent in preparations. Wives save their loose change and use their cleverness with the needle. Often, too, they begin to play upon their husbands' periodical generosity to secure some coveted gift.

Small children listen with wide open eyes to tales of "Santy Claus" and his exciting trips over the chimney tops with his fleet reindeer. Even the baby in the cradle senses that something is in the air and watches the preparations with wide eyes and coos of pleasure.

Who, as the day approaches, does not experience again the thrill of a childhood Christmas,—the weeks of expectation, the joyous family gathering, the bounteous love and good cheer?

Who does not live again that thrill in the happiness of his own children on Christmas day? Though we were alone in a wilderness, we would feel the softening of the heart strings and the desire to make someone happy.

This is the real spirit of Christmas, a feeling of brotherly love and a wish to bring happiness to others.

Usually the spirit is expressed in gifts. On that day as no other do people experience the real joy of giving.

True, there is a joy in receiving gifts. We experience a delight in the gift itself and our vanity is pleased with the mark of devotion on the part of the giver. But in making a gift there is a keener and more lasting pleasure.

We follow the gift, in imagination seeing the delight of its object and, though given away, it is more truly ours. Our vanity is pleased at the sense of well doing, and even in the watches of the night sometimes long after, we experience again that thrill of pleasure.

Thus it is that not the costliness of the gift itself, but the depth of feeling that goes with it, is the measure of its value.

Were the spirit of Christmas confined to a single day, it would still be more than worthwhile. But, what makes it the greatest day of the year is that its extent is measured only by time itself.

The span of most days is twenty-four hours. Not so with Christmas. Each year as it rolls around brings a new sense of the joy of giving.

We have only to glance at the history of two thousand years ago to see the change Christmas has wrought. A new spirit of brotherly love, progress, many of the finest things of life which we enjoy, may be traced to the spirit emanating from the first Christmas.

Men, too, are gaining a new realization that this spirit is practical in business. Often today we learn of men who have put the Golden Rule into effect in their business with undreamed of success, a thing to be scoffed at in the days of cut-throat methods.

We have not, however, reached the millenium, and the full spirit of Christmas does not yet permeate every day and hour. There are many who still practice dishonesty in business,—and lose thereby. Suppose a salesman does cheat a customer. He may not feel the difference at once, but in the long run, it is bound to injure trade.

A factory manager often can hire help at a very low wage. He thinks he is clever, but he gets what he pays for, —no more. The manager in the next block who pays a fair wage and takes an interest in his workers, stimulates a spirit that returns larger and larger profits to the employer.

More and more in recent years is the Golden Rule in business spreading. When business men try it and declare not only that the Golden Rule is practical, but more than that, — the *best* policy, it is clear that the spirit of Christmas is not confined to a day.

Whether we consciously experience the influence of this spirit, or pooh pooh its existence, nevertheless it is with us, quietly insistent in bringing about the finest things of life. Thus, though it comes but for a single day, Christmas brings greater joy and love into every day of the year.

By Don Record.

Faces

DID you ever stop to consider what peculiar things they are?

Look at your buddy's face the next time you get a chance.

Forget, for the moment, that he is a friend of yours—a man you have learned to love. Just regard that face of his as you would a piece of rough, inanimate clay.

What a peculiar thing it is!—nothing handsome there really.

Just a series of bumps and curves placed at most outrageous angles.

"Yet," you insist, "There is something there!"

True! But what? Have you ever stopped to consider?

Man, it is his soul you admire—absolutely nothing else.

Faces are merely instruments to express the state of this inner power. Windows of the soul; upon them the passions play—hate, love, desire.

What is the condition of your face? Consider sometime, at your leisure.

* * *

A man who can do what he's told to do without being told how to do it has the makings of an executive. — *A. Booster.*

Association Calendar

Relief Committee meets every Monday at 4 p. m.

Accident Prevention Committee, first Monday of every month.

Entertainment Committee, first Tuesday of every month.

Fire Prevention Committee, first Wednesday of every month.

Finance Committee, last Tuesday of every month.

Directors, last Wednesday of every month.

Association entertainment and business meeting last Wednesday of every month, unless, otherwise announced.

Employees Association Directory

OFFICERS

President—JOSEPH McGUIRK
Hull Department

Vice-President—FRANK MACK
Sheet Metal Department

Secretary—EDWARD HANNAVIN
Brass Storeroom

Treasurer—MORTIMER W. MEAD
Office

Directors and Conference Board Members (d) for Directors: (c) for Conference Board

CARPENTERS, JOINERS, PAINTERS and WOOD CAULKERS—John Tolson (d), Wallace Livermore (c), James Larkin (c)

OUTSIDE MACHINISTS—John Boylan (d), John Oliver (c), James Wolfe (c)

INSIDE MACHINISTS—Hugh McQuillan (d), Leonard Privatero (c)

PIPE FITTERS AND PLUMBERS—Michael O'Dea (d), Charles Schultz (c), William Martin (c)

BLACKSMITHS—James Tester (d), Robert McQueen (c), Oscar Skoog (c)

RIGGERS AND DOCK HANDS—Harry Carlson (d), Oscar Munson (c), Walter Geiss (c)

COPPERSMITHS AND PIPE COVERERS—Thomas Hayes (d)

BOILERMAKERS — Charles Gilmore (d), Thomas Cornell (c), Thomas McNamara (c)

OFFICE, ESTIMATORS AND SOLICITORS—Frank Falconer (d)

DRAUGHTSMEN, PATTERN MAKERS, INSPECTORS — Fred Woods (d), James M. Donovan (c), Thomas C. Rathbone (c)

SHEET METAL WORKERS—George Thwaites (c), Gene Kenney (c)

PLATE SHOP—Edward McGibney (d), George Drew (c), Louis Leiser (c)

ELECTRICIANS — Harry Jost (d), Thos. White (c)

HULL DEPARTMENT—Al. Simondinger (d), David Lyle (c)

BURNERS AND WELDERS — James MacFarlane (d), Charles Menzies (c)

MISCELLANEOUS—Including Chauffeurs, Storeroom Hands, Garage Mechanics, Crews of Launches, Timekeepers and Watchmen—A. R. Ingraham (d)

COMMITTEES

RELIEF COMMITTEE—Joe Frank (Dock Hands), Frank Falconer (Hospital), Charles Pearson (Outside Machinists).

ACCIDENT PREVENTION COMMITTEE — Martin Carroll (Riggers), George Ashe (Inside Machinists), Oscar Munson (Riggers), Anthony Manno (Hull Department), John Ryan (Pipe Shop).

ENTERTAINMENT COMMITTEE — Tom Rathbone (Draftsmen), Pete Bresnan (Carpenters), Charles Jennings (Plate Shop), William Carr (Pipe Shop).

FINANCE COMMITTEE—Thomas Rathbone (Draftsmen), Harry Anderson (Carpenters), Louis Leiser (Plate Shop).

FIRE PREVENTION—David Lyle (Hull Department), Charles Ambriano (Inside Machinists Apprentice), Charles Hahne (Inside Machinists).

CAUGHT IN THE ACT

By Edwin E. Donnelly, Dial Cartoonist

Seasons Greetings
1921
1922
Ed. Donnelly
HELP!!
EMPLOYMENT OFFICE
HEY WHERES THE EXPLOSION ?
FIRE
HOW ARE YOU MAKING OUT, FRANK? DO YOU WANT ANY MORE RUGS??
BABE RUTH HAS NOTHING ON ME WHEN IT COMES T' BATTING 'EM OUT!!
MISS JENSEN
Bobby Walsh the hospital chauffeur having a blow-out at the employment gate. Chief Myers to the rescue
Frank Falconer getting his fall training, beating the hospital rugs.
Miss Marie Anderson of the yard hospital, giving her four pet cats their weekly bath
WELL, I'm GLAD THAT'S OVER-
OH! MARIE!
McQuaid our Insurance clerk coming through Ridgewood N.J. on his way to the office.
Fatima
Mac's new wardrobe
Trick Shoes
Ben De Bar showing the boys in the yard the latest style in dyed mustaches.
I FOUND A ROSE IN THE DEVIL'S GARDEN
Auburn
The Boxing Gazette
Jack Byers dolling up the burners shop.
DECEMBER
Peggy Dolan giving the calendar the double-O.
YES SIR- THIS IS THE NEAREST I'VE EVER BEEN TO A SHOE-MAKER BELIEVE MUH-!
SAY GIRLS, I'm SO MIXED UP WITH ALL THESE HOLIDAYS, THAT I CAN'T KEEP TRACK OF THE PAY-DAYS ANY MORE-
ARE YOU SOAPING IT JOE-?
Joe McGuirk all wrapped up in his job of repairing hose.

Employees Association Meeting

By Tom Plunkett

ON Friday evening October 28th, the Employees' Association held its regular meeting in the Association Rooms over the Carpenter Shop. In spite of the fact that the force in the yard is not what it was in war times, the hall was filled and the affair can be labeled, "another Morse success."

Our worthy President, Mr. Joseph McGuirk, was on hand early and at 8 P. M. sharp opened the meeting with an address to the members. He spoke particularly of the spirit of the Morse employees and the splendid cooperation that all are giving to the company during present unsettled conditions. He also said that they should be proud of the past achievements of the Association, get behind the committees and support our future program. He spoke a few words about the Association's intention to provide Christmas Baskets or something very similar to Employees at the holiday time. He reported that he had surveyed the markets, finding that poultry, foodstuffs and vegetables could be bought very cheaply in quantities, and if his plans worked out the Association members would have an Innovation Tree this year.

Following Mr. McGuirk's talk the Entertainment Committee, Messrs. Jennings, Rathbone, Carr and Bresnan, cleared decks for the entertainers. First came a vaudeville act in which Miss Betty Brown sang and scampered about the ring in real style. The second offering, our old Bay Ridge songster Billy Cahill, better known as "the Senator," was very heartily applauded. Cahill told some witty stories, recited and sang a few of his own songs. His particular hits were "Kelly's gone to Work Again," and a satire entitled "Oh the Women, they're making a Wild Man of Me."

Then followed Miss Mildred Cox, "The Jazz Girl," who seemed very popular. Our Paymaster Reinhardt had to leave before the finish of her act, and received quite a joshing from the boys. Mildred was very obliging and sang very well in real raggy style. The last act was given by George Knob, whose monologue and songs were snappy and up-to-date. He made a big hit and was roundly applauded.

After the vaudeville, Slim Carr introduced two "mitt pushers" of sterling worth, Kewpie Horn and Danny Gold, who put up a slashing bout of four rounds.

Another bout brought together Jack Geary, ex-Army champ, and Johnny Woods who mauled each other to the delight of the audience. At the final bell they were going strong in spite of the fact that Geary tried to saw Woods in two. The third and last bout between Artie O'Leary and Eddie Horan was a hummer. O'Leary was tall and strong and his opponent was built like a barrel. As hard as the big boy tried he could not "roll the barrel" and frequently had to roll from a few punches himself. This was a very interesting bout and sent the boys home in good spirits.

The show was very well presented and time did not drag. Due to this fact everyone got home early and had no trouble beating the whistle the next morning. The Entertainment Committee are to be complimented for putting up such a grand bill at small expense. Everything taken into consideration, it was a show worth while and started our winter "indoor sports" season with a bang.

Shipboard Golf

The *Hawkeye State* has the distinction of being the first trans-Pacific liner to have a golf course aboard. No longer will it be necessary for the west coast banker to get off his game while making a business trip to the Orient. On the upper deck of the *Hawkeye State* he can practice to his heart's content. There artificial greens have been installed. Golf balls are attached to strings, of course, so that they won't be lost in the briny deep, but regular sticks are used and teeing off is done in professional style. The *Hawkeye State* sails from Seattle as a part of the Pacific Steamship Company fleet. Similar golfing facilities are to be installed on all other ships of this line.

Starting at the Bottom

HANDKERCHIEFS fluttered, even a few tears may have been shed, and a general air of excitement prevailed when the *Edward L. Doheny III* sailed from the Morse yard on November 10, carrying as one of its crew the son of A. W. Murray, assistant general superintendent of the yard. This accounts for the little knot of friends and well wishers who gathered to watch the vessel steam out of the harbor.

The *Doheny* is bound for southern ports and young Murray is bound to have considerable experience before the big ship returns. He shipped as an oiler. Blood is stronger than water, which probably accounts for the fact that he believes, like his father, in the advisability of starting in at the bottom.

Watching the younger generation turn down soft berths for the chance to learn what Old Man Experience can teach, is pleasing to all of us, but exceptionally so, most probably, to a justly proud father.

Estimating on Leviathan Job

James A. Kelly, Superintendent of the Morse Drafting Department, is a very busy man these days even though very seldom in his office. He is gathering data and information with our estimators and sub-contractors for the *Leviathan* job.

Our old reliable stand-bys, J. Jacobsen, Kenneth Craig, Cy Mac Laurin, G. B. Howard together with many others of our organization are engaged in this gigantic task.

The Shipping Board has decided to recondition the *Leviathan* if this can be done by the expenditure of a limited sum of money set aside for this purpose. Competition for this largest of all repair jobs is bound to be keen.

Every ship repair yard in the country will be after it. Morse may not get the work, but if we don't there is one thing certain—it won't be Kelly's fault. He is, without a doubt, one of the keenest men at that sort of work to be found in the country. If we do get the job, he must be remembered.

Lightnin' Bill on *Christmas*

CHRISTMAS means so much to me now that it seems hard to believe that there was a time when I thought of it as an annual hold-up game. I hate to think now that I was ever tempted to just shut my eyes and let Christmas pass by without my seeing it.

FUNNY THING, I can't remember just when I changed, either. I suppose the Christmas spirit just gradually got into my system, and when I saw how much happiness I could buy with a little money for a trinket here and a card there and a toy there, I got so interested in making other people happy that I forgot all about the hurt of letting go of my money.

NOW, WHEN Christmas time comes along, I feel about the way I do in the spring when garden time comes—such a lot of good soil in which to plant seeds that will spring up into flowers of happiness. Why now, instead of begrudging the money I spend at Christmas, I actually take pleasure all the year through in saving up Christmas money. And I've never been able to find anything else, after the necessary things, that could bring so much happiness to myself and other people as the money I spend on Christmas.

THE PARSON says that's the one big reason there ever was any Christmas in the first place, to teach us how to increase happiness everywhere by forgetting ourselves and trying to make other people happy. It's no wonder to me that the angels sang at Bethlehem to think that at last Some One was coming to the world to put over the Big Idea that would do more than anything else to bring good tidings of great joy to all the people.

Who Wants a Stove?

CAPTAIN Kirby is going to part with a real treasure. The affair is most tragic and significant. It is the old dock stove which he wishes to give away. What a relic! For these many years it has been heating tea and coffee for those lusty mariner cronies of Cap's who daily congregated at his little sanctum after those tough jaunts outside the 'Hook are over.

But at last the sturdy stove could stand the strain no longer. It split!—right down the center of one husky side. A new implement of heating now stands in its consecrated place. The old one lays upon its side out on the cold, cold, dock. Captain Kirby would like to bring it back into his office where the temperature always hovers about 90—just for old time's sake—but there is no room. So he has determined to dispose of it to anyone who will offer a home.

Of course, the stove is useless, but think of the price some people pay for antiques. This one has a history. Surely anybody ought to be glad of a chance to possess it—a marble pedestal might not even be out of place.

Those interested are requested to confer with Capt. Kirby. He'll tell you more about the stove than we can.

Frankie Mack Scores Knockout

Frankie Mack is still bowling'em over, big and little, whenever he gets a chance. Our two fisted Association Vice-president took a trip up to Boston and on Saturday, November 5 in two rounds disposed of Bat Gallagher who is rather well thought of among those who hang their hats in bean-town.

Frankie's friends are rooting for him strong these days and think he ought to have a chance at Johnny Wilson, present holder of the middleweight belt when Bryan Downey isn't around. Frankie wouldn't duck such an opportunity either. Maybe he'll get it some day soon. Having a "champ" around the yard wouldn't be such a bad idea especially if Frankie was the man holding the title. Success doesn't bother him a little bit; always the same "regular guy," up or down.

New Lloyd Statistics

The latest edition of Lloyd's Register of Shipping is now available. In it we find that there were 364 steamers of 1,310,000 tons fitted for burning fuel oil in 1914, whereas the present register includes 2,536 such vessels of 12,797,000 tons, the amount being more than eight times larger than that of 1914. The percentage of total gross tonnage using oil etc. in internal combustion engines was 0.47 in 1914 and 2 in 1917. The percentage using oil fuel for boilers was 2.62 in 1914 and 20.65 in 1921. Only 72 per cent of the tonnage of the merchant fleet now requires coal while in 1914 the figure was 89 per cent. Some 1,100 vessels fitted with sails and auxiliary engine power are included in the new book of which 740 have motors.

Rust Vs. Dye

BEN De Bar, Morse-man of considerable standing, has at last been apprehended — "with the goods." Not only rumor, but circumstancial evidence hath it that Ben dyes his mustache.

"Why don't you dye your hair too? Then you might get away with it," said one of the boys the other day.

"That ain't dye," said Ben rubbing his mustache, vigorously.

"Let's see your hands," answered our amateur detective.

Ben showed'em up all covered with something brown. Convicted! No siree, not with a resourceful man like Ben about. "That ain't dye," he said, "it's rust. I'm a hard working man."

All of which is a good come back at any rate.

New Sheet Metal Boss

Jack Nevada is now in charge of the Sheet Metal Department, taking the place of John McCullock who is no longer in the employ of the Morse Company. A long and efficient record of accomplishment at this particular phase of repair work, fully qualifies Nevada for this new post. His popularity among men in the yard should further insure a successful superintendency. The pipe and sheet-metal shops will now operate under his guidance.

Shaft Job on Kroonland

THE really big job of last month, one that brought the light of happy recollection to the eye of many an old timer in the yard, was that on the big American liner *Kroonland*. On her last voyage, the main propeller shaft broke while at sea and she was forced to limp into the Morse yard for immediate repair. Billy Chambers' gang of outside machinists hopped onto the job in jig time and, for a while, the spirit of "soap" again reigned supreme around the big dry-dock.

The *Kroonland* is 560 feet long and of 12,241 tons gross weight. She is one of the most finely appointed and modern of ocean liners and is a sister ship of the *Finland*. The *Kroonland* was built in Philadelphia in 1902. In the matter of registry, she has had a rather varied career, having sailed under the Belgian and other foreign flags. She now flys the Stars and Stripes at her mast-head and calls the Port of New York, home.

Old Luckenbacher Visits Us

THE *S. S. Princess,* laid up at our yard recently for minor repairs, is no other than our old friend the *J. F. Luckenbach* disguised with a new coat of paint and a quite royal feminine name. This vessel has had quite a long and varied career. Before the war she was a German liner operating under the name of *Saale*. Among many, especially those interested in shipping, this fact will bring back recollections of a fire which occured upon her while moored at a Hoboken pier which resulted in the loss of considerable life.

Tom Cavanaugh is back at his desk in the Hull department office. Sure looks good to see him there again. Tom has been enjoying a two months vacation and looks as if the rest had done him a lot of good. With his return, we expect the Hull department flower garden to spruce up a bit.

Bill Penkett, Morse sign king, bid a fond and sad farewell to the yard last month. He is going to go into business for himself.

Big Masquerade Soon

THE latter part of January is still a long time off, but the annual ball of the Employees' Association is an affair worth thinking about at even this early date. It is the big event of the year; one that always has been a rip-roaring success from start to finish.

According to present preliminary plans formulated at a joint meeting of the Conference Board and Board of Directors, held in the Employment Office on November 15, this year's affair will be in the form of a Carnival and Masque. January 21 is the date and Prospect Hall the place, in all probability.

In order to make of this affair the success it deserves work upon it cannot be started too early and already a committee has under consideration difinite plans as to the evening's procedure. Just what the carnival end of the program is to consist of has not been announced by the committee, to date. But there can be no doubt as to what the Masque part of it means.

Gentlemen, you will have the opportunity on the evening of January 21 to make a mistake and dance with somebody else's wife without yours being able to say a single thing about it. How are you to know which is which if everybody has a mask on and is in some outlandish costume?

The masquerade idea has never been tried out before at any Morse affair. "Something new every time," is the motto of the committee in charge of arrangements and the "pep" with which they have started out to be original certainly augers well for final success.

So even if this announcement comes a little early you had better start thinking about what you are going to wear. A prize for the most unique costume will, no doubt, be a part of the evening's program and it's going to take a pretty classy rig to capture that prize if we are any judge of the way Morse men do things.

Manchuria Visits Us

THE S. S. *Manchuria*, International Mercantile Marine liner paid a visit to our big dry dock last month almost immediately after the *Kroonland*, her running mate, had slipped off of it back into the waters of New York Bay. Although of a much less serious character, the job on the *Manchuria* was of the same nature as that completed on the *Kroonland*—repair of the tail shaft. A few days of concentrated day and night labor put her ship-shape and ready for sea again.

New Dial Distribution

BEGINNING with this issue and hereafter, the *Dial* will be distributed in the shops and may be obtained from the clerk of each shop upon application. This new method of distribution was decided upon at a joint meeting of the Conference Board and Directors, held in the Employment Office on November 15. It will obviate much of the confusion which occured last month when the magazines were distributed from the Employment Office.

Look for your *Dial* around the first of each month and be sure that you receive your copy. Each issue contains news of interest to every man in the yard. Remember that the *Dial* is your magazine, edited and published solely for you and on your behalf. On your interest its future success depends. So get your copy each month and read it.

Christmas Get-to-gether Carnival

THE annual Employees' Association Christmas Tree Celebration will take place on the Friday before Christmas, December 23, in the Assembly Hall, top floor of the Carpenter Shop. The hall will be open both afternoon and evening.

At a joint meeting of the Directors and Conference Board members in the Employment office on November 15, it was decided that the gifts to be distributed among the members this year would be some what different in character than those given out in the past. According to present plans, no toys and similar articles will be included, but instead, each member will receive a basket containing provisions and other gifts of a more useful nature. This action is in accord with the spirit of the time and both the Conference Board members and Directors should be complimented upon their foresight and recognition of this fact.

Tickets for the Christmas Tree Celebration will be inserted in the pay envelops on the Saturday preceeding it. Look for your ticket on that date and be sure that you get yours for they are valuable. It will be to the advantage of every man in the yard to attend this celebration. In years past these Christmas get-to-gethers have been numbered among the most successful affairs of the year and there is every reason to believe that this year's celebration will be no exception. Christmas, the time of good cheer, should not be allowed to slip by without recognition by Morse men. Your attendance at this celebration is necesary if it is to be a success. Let's get together and boost our Association activities as we never have before. Now is the time to prove to ourselves and everybody that our Employees' Association is an organization with a purpose—something worthwhile.

We are sorry to note the absence from our midst of an old Morseman of considerable standing—Billy McEwen. He has a long and successful yard service record to his credit and if wishes do any good he will have success in anything else he undertakes.

Foods as Fuel

THIS is the season when the man of the house is thinking about the fuel proposition. The home maker ought to give a thought to fuel, too—not the coal and wood that go into the stove and fire-place, but the fuel she gives to her family in the form of food.

Don't neglect the green vegetable, once a day if possible, for string beans, lettuce and cabbage are full of vital elements that the human system needs. But for the other foods, much more heating things should be chosen for the winter months than for summer.

Now is the time to recall all your favorite corn meal dishes, and possibly to learn some new ones, for corn is a great heat producer. Corn meal mush, fried mush, and Johnny cake are splendid breakfast dishes for folks who are going out into the cold on their way to work, as the men and children are. Fried mush, by the way, cuts down the butter bill considerably, as it needs nothing over it but syrup, another cheap fuel.

Oatmeal is another good fuel to warm up the body in cold weather. This is a cereal, however, that really, for health, requires very slow and long cooking, so do not attempt to cook it in the morning in a few minutes such as would be required for wheat cereals. Cook it at least an hour the day before, and re-heat in the morning, unless you have a fireless cooker, in which case you can start it cooking at night, and will find it hot and ready to serve in the morning. If there are children in the family, a fireless cooker for their cereals is almost necessary.

In cold weather much heavier deserts may be served than in summer. A dish of berries or a slice of cold watermelon tempts the eye and mind as well as the palate on a hot August day, but for cold days give us hot baked puddings, (such as rice, bread and tapioca) pies, custards and the like.

An Inexpensive Kitchen Table

ENAMEL-TOPPED kitchen tables are a beautiful addition to any kitchen, and are specially to be desired because they can be kept spotlessly clean and sanitary with the minimum of labor and scrubbing. But they are expensive, and they are most awfully hard, as many a housewife who has broken dishes galore on them can testify. Dishes must be set down very softly on enamel tables to avoid breaking.

A good and inexpensive substitute, and yet one which is sanitary and durable, is a plain pine table, with its legs enamelled with any color desired, and its top covered with linoleum.

If your kitchen color scheme is blue and white, as is so popular with many housewives who like to do the kitchen work in dainty surroundings, enamel the legs of the table white, and get a blue and white linoleum for the top. Glue the linoleum down to the dry, smooth wooden top of the table, and weigh it down with heavy books, or some clean boards overnight, so there will be no loose places to warp up later on. Have the edge of the linoleum come exactly to the edge of the table. When the glue is dry, you can enamel the edge.

This kind of a table top will last for years and can be kept clean and sanitary by a daily washing with hot suds in the usual way.

Things Women Should Know

Ice is a wonderful tonic for the face and neck. Use night cream upon going to bed, wash it off with warm water in the morning, rinse the face with cold water, then rub a piece of ice gently against the cheeks and neck. This increases circulation and tends to keep the muscles of face, chin and neck firm and youthful looking.

Animal scarves should never be hung over a wardrobe hook, nor laid away in a drawer. Shake out the fur, holding it by the mouth clasp, after wearing, and hang up by making it bite over a handkerchief, old glove or piece of cloth which is hung over the hook. Don't let anything else touch the fur as it hangs thus by its own weight. Every hair will fall properly and the fur retain its new look for several seasons.

The woman who has to be out in all weathers should keep a pair of old gloves to wear on rainy or snowy days, as nothing ruins new gloves so quickly as handling wet umbrellas, car straps, and pushing open wet doors. By using old things on rainy days, she can keep her new things looking new all the season.

Cocoa is easier and quicker to use in cooking than chocolate, which has to be melted or grated. Cocoa is cheaper in bulk than in cans, and every bit as good, if you buy from a live grocer who keeps his stock moving and has no stale goods in stock.

Figs, dates, nuts and raisins make an excellent dessert for winter, and a good one for the housewife to serve when she is pressed for time.

When Crude Oil Burns

FIRE anywhere is a terrible thing but on sea, its destructive powers are most disasterous. And, perhaps, the worst of all conflagrations which may occur on a vessel is when oil starts burning.

The *Delmira* now wharfed at one of our decks is a good example of the destructive power of such a fire. Once a trim craft of steel, possessed of powerful engines, she is now nothing but a mass of bent misshapen metal. How she manages to remain afloat is a matter of wonder.

This vessel is an old time molasses boat, but on her last unfortunate voyage she carried a cargo of crude oil; one million gallons of it stowed away in her hold. She was on her way from Tampico, Mexico to New York. When off Key West she caught fire. Once started there was no chance of saving her.

The crew took to the open sea in small boats. Standing off in the distance, they were forced to watch their ship burst into a mass of flame. Luckily, a passing Mallory line steamer picked up the survivors within a few hours. Word of the disaster was immediately sent to the main land by wireless telegraph. This brought the tug *Victory* to the rescue and, still blazing, the *Delmira* was towed to shore. Many days of hard work at pumping water were necessary, before the blaze was extinguished and for months afterward remnants of the fire could be found in the hold and have to be extinguished.

A tour of the *Delmira* as she now stands affords an interesting but also most depressing experience. Intense heat from the burning molasses in her holds, has buckled her steel decks until they resemble nothing else quite so surely as the witching waves of Coney Island. Her engines are huge masses of rusting metal. Nothing at all is left of the captain's quarters on the bridge except, perhaps, what remains of a fire place. Once there must have been a cozy room surrounding it.

Only up forward in the forecastle are there any signs of former human habitation. There the fire must have abated for much of the old wood-work still stands, and bunks remain in place.

Only one member of the crew is now on the *Delmira*, snuggly quartered aft in an improvised cabin. He is Burnett Fiddes, a canny Scotchman and a seaman of the old school from head to heels. In spite of her present dilapidated appearance, he is proud of the ship over which he now rules supreme as both master and crew.

"You can't sink this ship," he said with a twinkle in his eye. "She was built back in 1905—in the days when they knew how to make'em. This isn't the first time that the *Delmira* seemed to have been doomed for the bottom or the scrap heap. Back in the days of the war both the Germans and the British tried to sink her and couldn't."

Then he leaned back a little further in his chair and between puffs at a big black cigar, told his story about another of the *Delmira's* experiences.

Steaming away at sea many miles off Cardiff, she was torpedoed by a German submarine. The torpedo landed plumb amidships and it seemed certain that she would sink. The crew abandoned her, were picked up by a passing ship and landed in Cardiff. But the *Delmira* refused to go to the bottom. She drifted about for many days until she was picked up by an English torpedo chaser at the mouth of the English channel. Recognizing a derelict which might prove to be of great danger to other shipping, they fired on her, planting several shells in most vulnerable parts, but it was no use. The *Delmira* refused to sink. So instead they towed her to the French coast where she was beached.

"She can be fixed up again all right," concluded Fiddes assuringly. "And she'll probably be good for a couple more experiences like this."

Remembering the old *Powhatan*—now the smartly trim *Cuba*—and many other similar old wrecks which have been towed into this yard, only to leave it just as good as new, we agreed with him. It will take hard work and good men to do the job. But if Morse decides to do it, the job can be done.

News From Old Timer in Canada

EDWARD McGibney, formerly of the Hull department, is now up in Canada, at London Ontario, but, according to a letter to the Editor, he expects to be back in town very soon. This will be very pleasant news to many men of the yard for "Ed" was one of the most popular boys among us.

"Old New York for mine," says McGibney, all of which speaks well for his association here. He went to Canada because of his wife's ill health and the necessity for her being in a colder climate.

Concerning his plans, "Ed" says, "I had expected to stay here only long enough to place my wife in the hands of a good doctor. I've been getting ready to go back home a number of times, but something has turned up to prevent me every time. This is a very nice place and the people are very sociable, but, believe me, that New York is good enough for me. Tell the boys that they don't know what the high cost of living means. They ought to come up here and would soon see the difference. For instance, what they have to give for a tin of Prince Albert tobacco in Bay Ridge or any other place in New York (15 cents) they can get the same here for 35 cents, and up. And not only in tobacco are the prices so high, but in every thing else. A box of matches that costs 5 or 6 cents down there costs 15 cents. Sometimes you can get them two for a quarter. Coffee is at 65 cents a pound and so on indefinitely. So old New York for mine. Of course an American dollar is worth $1.10 here but don't let that bother you as they get it back with interest. I've been here three weeks, but expect to leave for New York about Wednesday November 16, if something doesn't turn up to stop me. Land is cheap up here, but from what they charge for the other things they ought to give the land away.

"How is everything down at the Morse Dry Dock & Repair Co.? Give my regards to all of the gang."

Success means doing your best. Are you?

Christmas

THIS paragraph dedicated to the announcement of holidays hardly seems appropriate this month. Everybody knows when Christmas comes. It is the great holiday of each year. But this time its date falls on Sunday. Monday, December 26, has, on that account, been designated as the day upon which Christmas will be celebrated. So if you would obey the law hang your stocking on Sunday night. If you would rather obey your own inclinations hang it on Saturday night. The date doesn't matter. It's the spirit which counts!

Jack Byers of the Store Room and Receiving Departments, is now in charge of the Bottle Shanty. He is still a member of the promotion firm of O'Brien and Byers and his boxers are fighting regularly.

"Hen" Crist's Howard Ball Club recently trimmed their rivals the East New York Club in a double header. Henry struts around the Pipe Shop as if he were a world's series hero.

Rathbone—Illustrate "unaware" in a sentence.

Apprentice—Unaware is what you put on first and take off last.

Customer—Are your eggs fresh?

Van Geldern—Why, madam, if they were any fresher, they'd be impertinent.

The good wishes of everyone in the yard are extended to J. Shaw Cavanaugh, Morse chemist, who is now recovering from a rather serious operation performed last month. We hope to see him back among us soon, hale and hearty as ever.

George Hutton, bill clerk, has resigned from his position with the Morse company. He is now awaiting an appointment to the police force. We are all sorry to see George go, but are sure that he will make a darn fine "cop."

Dick Rodier, Hull Dept., has established himself in Richmond Hill and has already acquired a Ford and a newspaper route.

The Office Cat Says—

Bill Dorrien, shipfitter, is back on the job working in the Bolt and Rivet Room.

Joe Cahill, Snapper of the Chippers and Caulkers, has left the Yard to engage in the plumbing business.

Nick Cappinelli of the chain gang who was injured some months ago and obliged to undergo several operations on his leg is well on the road to recovery.

Frank Wittman formerly in charge of the Employment Office Gate at 55th Street is now working as a watchman in the Army Base next door to the Yard.

Harry Prussner, ex-electrician, is now a full fledged Movie Stunt Artist. He called on us recently and displayed photos of himself walking on the cornices of skyscrapers. Harry says its great to be an actor.

Joe Wachler, Pipe Shop, is in the Long Island Hospital undergoing treatment for diabetes. All of us are hopping that he recovers his health in time for those big "oil jobs" that are expected. Joe certainly is a handy man for the tanks.

Joe McGuirk and Billy McEwen accompanied by their respective better halves recently were in the audience at the Belmont Theatre where the play "The Hero" is staged. Their seats were in a private section of the balcony called "stalls." Joe went out for a little fresh air during intermission and went "stalling" all around the balcony trying to find his stanchion. He finally identified Billy's shoes sticking out in the aisle, and had no further trouble.

Harry Julian who is taking things easy since work in the yard got slack, drops in very often to see the boys and spin a few yarns about hardships during the Civil War.

Dick Ried of the Bottle Shanty has been transferred to the Hull Department.

Robby Walsh who drives the ambulance is buying a lot of neckties to give to the boys in the Garage for Christmas. He also has equipped himself with a warm army coat. Bob is now all prepared for a hard winter.

Chief Myers at last succeeded in getting his family into that new house he bought up on Forty-fifth Street. The Chief has certainly had his hands full and is now so well versed in the rent laws that he is sorry he ever bought that house.

Billy Mitchell and Bill Griffin, ex-bandsmen, are playing in a jazz combination at the Clover Leaf Inn over in the White Light District.

Frank Shear, now a vaudevillian, is back in town after a tour with Lillian Herlein the commedienne. Frank would like to give up his musical life and is waiting for the yard to pick up so that he can be with us again.

You can't always tell, when you hear a girl bragging about the grand Sunday she had out with her swain in his "car", whether it's a Rolls-Royce or a side-car on a motor cycle.

To be trusted is a greater compliment than to be loved.—McDonald.

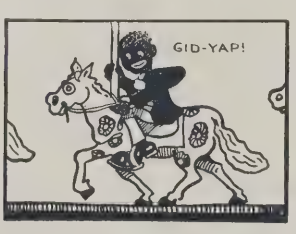
THE FUNNY SIDE OF LIFE!

The New Tongue

Two office girls were quarreling. We won't mention their names. "You're always saying mean things about people," said one to the other. "The trouble with you is you've got a chauffeurs's tongue."

"A chauffeur's tongue?" echoed the other girl.

"Yes," was the answer. "It's always running people down."



She Wanted Progress

"No, sah, Ah doan't neber ride on dem things," said an old colored lady, looking in on the merry-go-round. "Why, de other day I seen dat Rastus Johnson git on an' ride as much as a dolah's worth an' git off at the very same place he got on at, an' I sez to him, 'Rastus,' I sez, 'yo' spent yo' money, but whar yo' been?'"—*Boston Transcript.*

Mary Brady in the confectionery store was growing impatient at the lack of service. Finally she rapped sharply on the counter.

"Here, young lady," she called, "who waits on the nuts?"

Miss Jensen—"Tell the gentleman I'm not receiving to-day, Hilda."

Hilda — "But he ain't deliverin', mum; he's collectin'!"

Grateful client to Benton, who has just got his acquittal. "Many thanks—What would I have done without you?"

Benton—"Oh! about six months."

Warfield waiter (to diner who has ordered)—"Beg pardon, sir, but are you the pork chops or the boiled cod?"

Mrs. Jennings—"Charlie dear, baby is crying again. Will you rock him?"

Charlie (busy too)—"I would, mother, if I had a rock."

Otto—"I vant some powder."
Drug clerk—"Mennen's?"
Otto—"No, vimmen's."
Clerk—"Scented?"
Otto—"No, I vill take it mit me."

His Favorite Parable

Mrs. Waterman—"Do you know the parables, Brad?"

Son—"Yes, mother."

"And which of the parables do you like best?"

"I like the one where somebody loafs and fishes."

Usher—"Don't you like the show?"

Willie Olsen—"Yes, indeed."

Usher—"Then why do you persist in hissing the performers?"

Willie—"Why, m-an alive, I wasn't his-sing. I wa-as s-simply s-saying to S-a-mmie that the s-s-inging is s-s-u-perb."

Ed. Hannavin — "If these watches cost you $5.00 and you sell them for $4.98 where do you make your profit?"

Jeweller—"Repairing them."

Water, Please!

McGuirk—"I met Theda Bara's brother at a funeral the other day."

Hennessy—"Oh boy! Didja?"

McGuirk—"Yeh; Pall Bear'a."

McQuaid—"Who taught you to two-step so nicely?"

Astrid A.—"My two step-sisters."

"Have you read 'Twelfth Night', Mr. Want?"

"No, ma'am."

"Have you read 'Ivanhoe'?"

"No, ma'am."

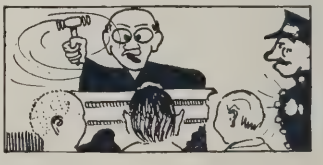
"Well, what have you read?"

"I have red hair."

Miss Casey Philosophizes

It has been said that if we wish to develop character, we must do two things every day that we dislike doing.

I, for one, have been doing two distasteful things every day—namely, getting up in the morning, and going to bed at night.



A Skip-stop Look

A very cross-eyed judge had three prisoners before him. Addressing the first one, he said, "Do you plead guilty or not guilty?"

"I'm innocent, your honor," answered the second prisoner.

"Shut up," said the judge, "I wasn't speaking to you."

"I didn't say a word," replied the third.

BEATING THE BUDGET

HERE is a new indoor sport that's worth while. "Budget" is a new word to most of us. It's crept into our lives and refuses to be ignored. Governments everywhere are adopting the budget system. So are big businesses. So is every little business that handles other people's money. Why shouldn't we use it to handle our own?

For those of us who are not afraid to think and plan ahead, who really want to face facts, to see where we have been spending wastefully or needlessly, the budget is a good thing. It's only bad for the waster who doesn't dare to face the truth.

The budget system of a well-managed business requires two things: First, an expense account which shows just what has become of every cent that is spent. Second, definite plans which anticipate just how much is to be spent by each branch of the business and as closely as possible every cent of income that is to be expected.

Why shouldn't the home be managed in the same way? Its problems are a lot the same. The answer is of course that it should be.

Suppose at the end of each day you set down in five columns—

1. What you've received.

2. What you've spent for living expenses (food, rent, etc.).

3. What you've spent for operating expenses (clothes, carfare, doctor bills, etc.).

4. What you've spent for recreation and self-improvement (lectures, charity, etc.).

5. What you've set aside for savings, insurance, education and other investments.

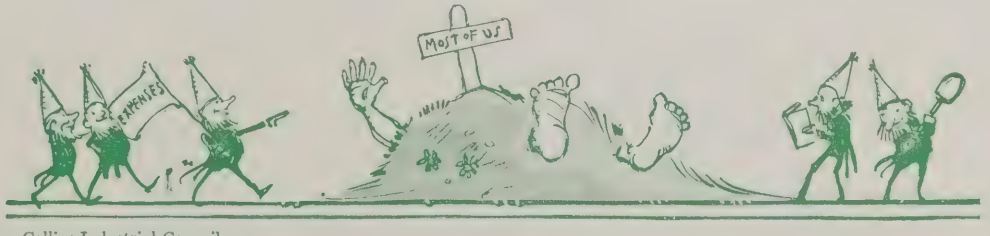
If you want to go into greater detail, make additional columns under each head. At the end of the month add up the columns and make the totals the basis of what you promise yourself you'll spend on these items next month, making an adjustment in your budget at the end of each month until you can live wisely within your means.

Then there are several ways of playing the game. You can try to increase savings, or you can try to spend less on operating and more on living or you can try to even up things. But either way you can cut off spending too much on any one thing at the expense of the other things.

"It's too much work," someone says. Why call it work? It's as much fun as a good game of checkers. It's as interesting as the latest detective story. Until you've chased your memory for a lost quarter to make your expense account balance you don't know real brain racking. No puzzle can equal it.

And the satisfaction at the end of the month when you balance up and find that you came through clear with the estimate just fitting! It's a grand and glorious feeling.

Perhaps you had to trim a bit on one score to come out even on another. What of it? You've won! In the great game of "Beating the Budget"—the pennant is yours.



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ed. J. Hoertz

EDUCATION

By Dr. Frank Crane

The common idea of Education is that it is something we get in school to prepare us for good work when we grow up.

Wrong.

Education is a business in which we are engaged all our lives.

We never get done educating ourselves.

Education is Life—all of it—and lasts as long as Life lasts.

For Knowledge is not something we Get, as we buy an overcoat and wear it out: it is something we Keep On Getting, like health or skill.

A mother, for instance, is Educating herself when she is taking care of her children; she learns as much as they do.

A master workman at his job is learning quite as much as the apprentice by his side is learning. He may know perfectly how to do his particular task, but he never knows perfectly all about Living.

Every day we add to our Experience, and Experience is simply knowledge about ourselves.

We learn what things are worth while, and what are not worth while.

We learn that some things we have always done are unnecessary or foolish.

We learn not to despise any human being, for everybody can teach us something.

We learn how good some people are whom we always thought to be no good, and how weak some are we always thought were strong.

We learn how to Get Along with folks, how to govern our temper, how to keep still, and when to give way and when to stand fast.

We learn how to be good losers, how to take our medicine and look pleasant when disaster comes.

We learn that there are many little ways of being happy and getting the good out of life—ways we never suspected.

We learn whom to trust and who will bear watching.

And there are always the Great Books to read, full of the thoughts of wise men; and many secrets of Nature and her wonderful laws; and the wide and boundless field of Science where discovery and invention have hardly yet commenced; and many revelations of love and truth in human beings which time alone can reveal.

I am sixty years old, and I got more Education last year than I ever did in any two years of my life before forty.

And I think even when we get to the Next World we shall not know it all, but keep on with our Education.

For Eternal Life is only Eternal Growth.

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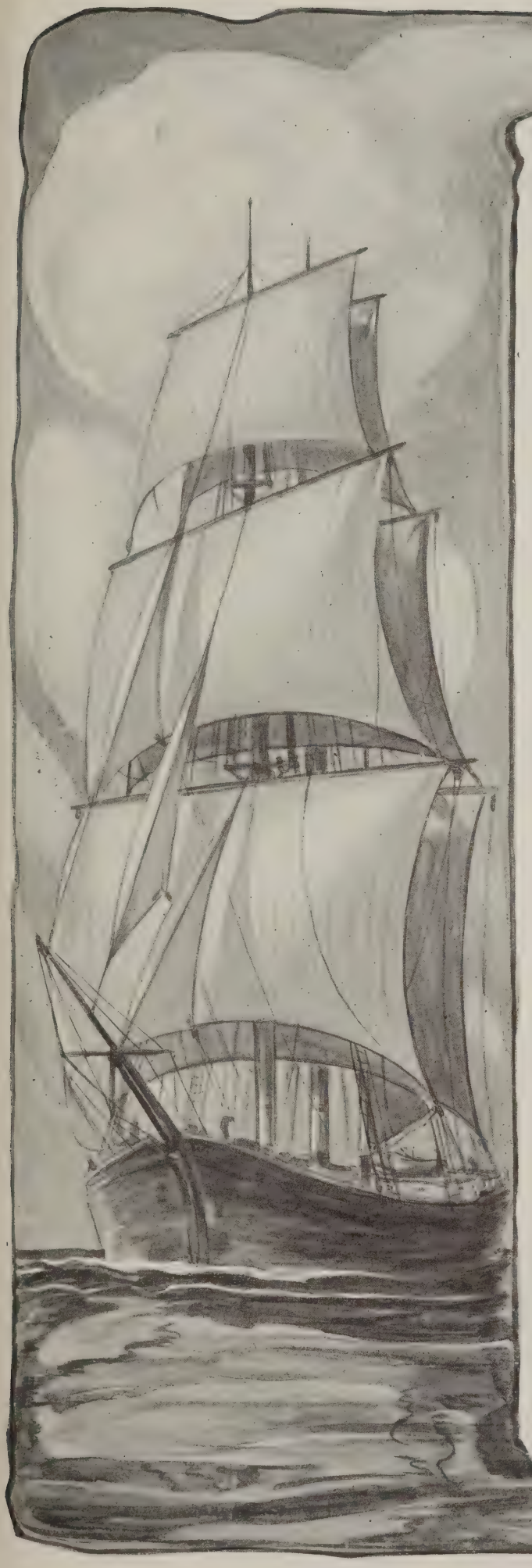

MORSE DRY DOCK DIAL

Vol. 5 January, 1922 No. 1

Prosperity for the Port of New York

THE title of this story sounds interesting, doesn't it? The Port of New York has been receiving its share of hard knocks during the past few months—seems like years to most of us. And the very best part about this article is that every bit of it is true. The information comes direct from Washington. You probably have been reading about it in the newspapers, or again the matter may have escaped your attention.

At any rate, a review of it ought to be interesting and stimulating to ship repair men. To those of this occupation the subject is of vital concern. Upon it depends the earning of their daily bread. That is a pretty hard job for everyone these days and it should be encouraging to realize that much better times are ahead.

A new era for the Port of New York is dawning. Plans are already well under way and when they are completed New York will be able to handle ten times the amount of traffic it now accommodates with increased efficiency and without delay. That means that ten times as many ships which now pass the 'Hook daily will eventually be steaming up the harbor. It also ought to mean an increase in repair work.

It is hard to foresee just how long the present dull period in the shipping industry will last. It may not end for another year; some think that the shipping industry will not get back to a normal basis for two years, but eventually when the tide does turn New York will have the facilities for ten times the amount of shipping business that can now be taken care of. The ship repair industry is now able to accommodate that expansion. It is generally conceded that the port at the present stage of development is over-equipped insofar as dry docking facilities are concerned.

You all know the rest. Work! That's the answer. Work and lots of it. Back to the good old days, that's where we are going eventually. And here is the complete plan of how the thing is going to work out:

President Harding recently passed the resolution submitted by Congress approving a treaty between the States of New York and New Jersey which creates what is to be known as the Port of New York District and establishes the Port of New York Authority. Due to this legislative procedure, that bay just beyond the Morse plant which we have all learned to love so well, soon will be, in reality, "The Gateway of the Nation."

The Port of New York Authority about which we speak is nothing more nor less than the outgrowth of an agreement be-

tween New York and New Jersey business interests to shove overboard all their local pride in who gets the most business and work together toward mutual advancement instead.

Toward this end they decided that the establishment of a general non-partisan commission would produce the best results. Hence the Port Authority. It is a co-ordinating agency, broadly representative of all the interests involved and is to be a moving factor to take the lead in bringing together all the varied elements and to evolve an inter-related system that will develop and use to best advantage the great natural resources with which the Port of New York is endowed.

Among the Port Authority commissioners there are such notable names as those of "Al" Smith, former Governor; Lewis H. Pounds, former Borough President of Brooklyn, and Col. George G. W. Goethals, who had charge of the building of the Panama Canal, is to be the consulting engineer. Col. Goethals never missed out on anything he has undertaken to date and with other capable men behind him there seems to be little doubt of his ability to go through with this proposition.

While reviewing the subject it is interesting to note the natural and economical facilities which the Port of New York can command. With such resources at its disposal it seems improbable to even consider the possibility of failure, gigantic as the task may seem. For instance: The freight cars which leave and enter New York during one year would fill eight tracks across the continent from here to San Francisco.

An ocean-going ship comes in and goes out of our harbor every twenty minutes of daylight every day. The water frontage of this port of ours is 771 miles in length. Think of it! You can't visualize that distance, perhaps, but the task is made easier if you realize that, if stretched along the Atlantic Coast, it would reach nearly from Charleston, S. C., to Boston, Mass. Using a different comparison, it is nearly twice the airline distance from Boston to Washington.

In short, New York is the natural gateway of the nation. The Port Authority is merely going to see to it that we get our just dues. Among other things which make New York of such great strategic importance in a commercial way are its inland water-ways.

We have connection with Buffalo and the Great Lakes via the New York State Barge Canal, with New England via Long Island Sound and the Cape Cod Canal; Chesapeake Bay ports are accessible via the Chesapeake and Delaware Canal.

The government is now improving this waterway and also has under consideration the proposed New Jersey Ship Canal between the Delaware River at Bordentown and Raritan Bay at Morgan. Add to all this the fact that every important railroad in the country serves New York, that every coastwise steamship service at least touches at our port, and you have full surety of the fact that every road does eventually lead here.

WHAT TO LEARN

There are five things in life which we ought to learn. Here they are:

1. Learn to laugh. A good laugh is better than medicine.

2. Learn how to tell a helpful story. A well-told story is as welcome as a sunbeam in a sickroom.

3. Learn to keep your troubles to yourself. The world is too busy to linger over your ills and sorrows.

4. Learn to stop croaking. If you cannot see any good in this world, keep the bad to yourself.

5. Learn to greet your friends with a smile. They carry too many frowns in their own hearts to be bothered with any of yours.

—Here's Howe

But, after all, what do all these figures mean to us? Of course we are interested in our city and like to hear about general prosperity. Yet we are concerned primarily in ship repairing, and what we want most of all is plenty of work.

This is your answer! Exploitation of the facilities and resources which we now have plus proposed additions to them is going to make this port the center of everything worth while. That means work for you, for all of us—lots of it, so we are told.

It is interesting, in this connection, to know the plans which this Commission have at hand. Among them might be mentioned the development of a standard belt-line railroad system for all parts of the port, the construction of an automatic electric system with many joint terminal stations in Manhattan for the distribution and collection of general merchandise freight and food products, the consolidation of railroad marine operations not eliminated by the automatic electric and extended rail service with separate joint rail-head terminals for car-float service and lighterage.

This improved railroad terminal system will be the backbone of a rational port development. It is also proposed to re-organize our present congested water fronts, dredge all of the channels, install new freight handling machinery, create bunker facilities and fuel reserves for steamships, erect grain elevators, establish free ports in the Port District and obtain immediate partial relief from present oppressive terminal conditions.

The Port Authority certainly does face a monumental task. It must satisfy the executives of all railroads that such a unified terminal system is the only solution. It must convince the operating managers of these lines that such procedure is feasible and desirable. It must also prove to the officials of the one hundred and five municipalities within the Port District that these plans will be to their advantage and that no individual community will be neglected.

It would take many more pages to discuss the varied activities of this Port Authority, but the key-note of its activity is a bigger and better port with every possible facility for handling work at its disposal. What ship-builder would not be in favor of such a program?

The only possible solution for present depression in our port is more prospective customers. They'll come if we have the facilities to cater to their every need. That is why the Port of New York has been established. That is what the Port Authority is trying to do.

Tug E. P. Morse Hits a Gale

TUG-BOATS are most prosaic vessels. They give that impression at any rate. You might expect to hear something exciting about an old square-rigger or a battered ocean tramp. But a tug-boat!—surely nothing of interest can be expected from such a vessel which spends its whole existence towing things about.

When the *E. P. Morse* steamed away from her slip in the Morse yard on last November 1, no one gave the matter a single thought. When she returned twelve days later, the event was unnoticed. Captain George Bonnell swung out of the pilot house, swapped the usual time of day with Captain Kirby and went home to see his wife and kiddie. Captain Willie Mason, acting mate, looking a little haggard about the eyes and showing the need of a shave, stretched a bit and then went back to work at his regular job. The crew immediately started polishing the brass work, which was considerably in need of such attention. In an hour the *Morse* looked exactly as she always does —just as if nothing had happened.

Nothing had happened according to Captain Bonnell. Adventure, after all, is only a state of mind. "I just looked up at that sign over the wheel which reads 'Safety First'," he drawled, "and decided that we had better make for cover before all the grub in the galley got wet. So we went. Lucky the hawser broke at just about that time. Otherwise we might have been darn fools enough to stick. If we had there probably wouldn't have been any *E. P. Morse* hanging around the yard today."

But to go back and take up the thread of our story at the point where all good yarns should begin: The *E. P. Morse* along with two other tugs, the *Peerless* and the *White Ash*, was commissioned to pick up and tow back to New York three dry dock sections belonging to the Shipping Board which were then being held at Tiverton, Rhode Island, a town near Newport. The weather was fine and it looked like a pretty nice trip, so Willie Mason asked to go along. Willie is trying for a new license and needed experience. He got it!

The trip up to Tiverton was quite uneventful, although a blow set in and it looked as if a real storm was brewing. But on November 5, with the three sections in tow, the tugs started homeward and then the party began. Everyone knew that the going would be rough, but didn't expect the mid-ocean hurricane which presented itself. The weather was too severe for the *White Ash* almost immediately and she had to pull into the shelter of Newport harbor, leaving her two companions to their fate. The *White Ash* had just about disappeared from sight when snap! went a hawser line and one section was adrift heading straight for the open sea. After a wig-wag consultation the two tugs decided to make for cover with what remained of their charge. After finding a sheltered bay in which anchor could be dropped, the *Morse*, which was the stouter of the two tugs, took two of the *Peerless* men aboard to help with the hawser ropes and started for the runaway dry dock section. The weather was continually growing worse the meanwhile. It was estimated that the wind had reached a velocity of 78 miles an hour. After a merry chase the section was sighted, the two men from the *Peerless* were put aboard with considerable difficulty, and hawser lines again connected and taut the *Morse* started full steam ahead to make for shelter. But the elements were too powerful for even so stout a craft, and investigation soon proved that they were going backward at the rate of four miles an hour, no matter how rapidly the engine turned over.

Things looked pretty bad for the *E. P. Morse* at just about this time. Waves of a height seldom seen in the Sound tore at her from all angles. The lower deck was submerged almost continually. The upper deck was just about as unsafe, waves splashing over and spray leaping high above the belching funnels.

Word of the tug's distress reached the mainland in some way and the *U. S. Destroyer 100* came out to stand by and be of assistance if possible. But there was nothing that could be done to help. The high sea made it impossible for the destroyer to get anywhere near either the section or the panting tug. Slowly but surely both were drifting on out to sea. Then, just as the situation was about at its worst, the last hawser line broke and the *Morse* bounded forward free of the restraint which had been holding her nose right down into the center of the waves. It is safe to say that many of

Tug E. P. MORSE Steaming up the Bay

the crew gave a little sigh of relief. And they could not be blamed if they did. Sooner or later that hawser would have had to be cut in order to save the tug from destruction. Although an unusually stout and seaworthy craft, the *Morse* had been taking in considerable water. She couldn't have stood the strain much longer.

But the impossible was yet to be accomplished. Two men were on the drifting section which was now tearing for open sea at the rate of ten miles an hour. They couldn't be deserted, not without at least an attempt at rescue. Bonnell swung the *Morse* around and started her back along the path she had been hewing toward safety. Waiting for the slight lull which always occurs in even the heaviest storm and then chancing the probability of total destruction, he shot her in close to the cavorting section. Its two occupants jumped to safety. A mighty swing of the wheel and the tug was free, just in time to escape a huge comber which would have ground the two craft into match-wood.

The *U. S. S.* 100 had been standing by all this time and now proceeded to convoy the *Morse* to shore, where it was found that the *Peerless* had been having her own troubles too. In even the sheltered cove where she had anchored the sea had surged into unheard of violence and the two sections under her guardianship had drifted ashore, one of them bumping on a rock which tore a huge hole, now leaking badly. Information obtained next day showed that the missing section had gone aground off Martha's Vineyard.

In comparison, the remainder of the trip was uneventful. A stop had to be made long enough to have the damaged sections repaired. It was not until November 12 that the three tugs with their crippled charges in tow puffed into New York Bay. It looked as if they were just coming back from a pleasant little jaunt up the North River. No one ever thinks of excitement in connection with an ordinary little tug-boat. No one ever thinks of tug-boats anyway. But it's a merry life they lead aboard the *E. P. Morse*. If George Bonnell would tell all he knows you would be sure of it. But he just sort of chuckles to himself —and won't!

Shipping News Gathered Here and There

Another Leviathan Project

Among all of the many and varied proposals in regard to the reconditioning and future use of the giant liner *Leviathan*, the most unique, perhaps, of them all comes from a group of engineers who propose that she be converted into a floating apartment house and moored within convenient distance of the Manhattan shore at about Eightieth street.

As an apartment house, the *Leviathan* could conveniently accommodate about 3,000 people. At the current rate of rent, this would bring in quite a worthwhile income. This conversion would cost from two to three million dollars and could be completed in about three months' time.

There would be many certain and distinct advantages to living on the *Leviathan* which probably would attract many people to her. In summer she would probably be the coolest apartment house in New York. The engineers say that her huge heating plant assures plenty of warmth during the winter months. Then there are the many ball rooms which could be used for community dances, and the dining rooms which could easily accommodate all of its inhabitants. The Roman bath on the lower deck, the Turkish bath and the swimming pool, too, are all in good working order. And in addition the promoters of this project have pointed out that there would be plenty of extra space for tennis courts as soon as the machinery is moved out. With telephone connection with shore and all other conveniences that one can find anywhere on land, what more could a humble cliff dweller of New York desire?

Largest Ship Running Soon

The largest ship in the world will soon be afloat. This is the White Star liner, *Majestic* (ex-*Bismarck*) which, it is announced, will be ready for service between Southampton and New York next spring. The *Majestic* is a 56,000 ton vessel. It is only possible to realize her size when you appreciate that she is 2,000 tons larger than the *Leviathan*.

The engine room crew alone of this largest liner will be about 275 men. In this connection it is interesting to note that, if the ship burned coal, the engine room force would have to be about 450 men. Propulsion will be by eight Parsons turbines driving four shafts each transmitting approximately 15,500 h.p. to a manganese bronze propeller about 16 feet in diameter. The rate will be about 170 r.p.m.

The total weight of the complete engine and boiler plants will be about 8,500 tons. With approximately 63,000 h.p. the ship will be driven at an average speed of 23 knots an hour.

About 5,700 tons of oil will be consumed on one passage. The consumption of fuel, fresh water, provisions, etc., will be about 8,000 tons which will be restored to the extent of about 3,300 by putting water ballast in the double bottom compartments, insuring safe navigation.

Ships Lost at Sea

According to the annual report of the U. S. Coast Guard Service, there were two hundred and twenty-two American merchant ships lost at sea during the year ending last June 30. These ships represent the loss of 122,397 tons. Two hundred and six people lost their lives at sea during this same period. The value of the property lost was $34,932,-031. Of the 222 ships lost, 49 foundered, 63 stranded and 19 were in collision. The remaining 91 were listed under "other causes."

New Offices for Steam Ship Companies

Many of the more prominent steamship companies have moved into buildings of their own, recently. This general movement started a year ago last August when the Kerr people took possession of their own splendid quarters at 44 Beaver street. Closely following them, the United American Lines purchased their own building at 39 Broadway. Last January the Bull Steamship Company moved to new offices at 40 West street.

The most notable among the new steamship buildings, of course, is that of the Cunard Company at 25 Broadway. This was completed last May and is now recognized as one of the show places of New York. Visitors throng the main lobby every day of the week, gazing with amazement at the wonderful mural decorations conceived by William Winter which adorn it.

At practically the same time, the Munson Steamship Company took possession of its new offices at 67 Wall street. The most recent addition to the downtown steamship office colony is the new International Mercantile Marine Company building at No. 1 Broadway. This is the old and quite historic Washington building. Remodelling is so complete, however, and the architectural treatment so entirely different that to all purpose and appearance it is an entirely new building and one of which any company might well be proud.

New Cunarder

The *Andania*, third of a series of six vessels which the Cunard line has under construction, is now ready for operation. Other ships of the same type which have preceded her are the *Antonia* and the *Ausonia*. She will be followed by the *Alaunia*, *Aurania*, and *Ascania*. These vessels are of that middle class which are proving to be so popular among shipbuilders at present. No attempt is being made to equal the splendor of the *Aquitania*. The thought in mind is to provide maximum comfort at a minimum price to travelers. The *Andania* is 538 feet long, with a beam of 65 feet and a depth of 43 feet. She weighs 14,000 tons. There will be accommodations for 1,700 cabin and third class passengers. She will be used on the direct service to Quebec and Montreal.

The *Andania* is an oil burner with a single funnel. This allows for increased passenger accommodations.

Ship Builders Use More Teak Wood

The value of teak wood for marine use has long been a recognized fact. Why it has not been employed to a greater extent is a matter of mystery. It is encouraging to note that ship builders of today are using it to an ever increasing degree. Nothing is better for those portions of a vessel which are continually exposed to the weather.

An interesting incident in regard to the strength of teak wood occurred recently in the harbor of Newport News, Virginia. A ship which dropped anchor there found, when trying to haul it back, that wreckage which could not be disengaged clung to it tenaciously. Later developments showed that those parts which refused to give way were of teak wood. According to some, the wreck in question was that of the old *Cumberland*, one of the vessels which were sunk by the *Merrimac* during the Civil War. Of the three kinds of wood found, the teak was all that remained practically perfect. The other material had been riddled by the teredo worm and was so frail that it would hardly hold together.

This experience tends to verify that of a certain sailing vessel which sighted a spar at sea and hauled it aboard. It had been floating about for many years, for marine vegetation and barnacles completely covered the outside. After getting inside of this two inch layer of growth it was found that the spar was of teak and perfectly sound.

Teak wood is possessed of a preservative oil which keeps out water and prevents warping. This oil is offensive to the teredo worm and keeps it from eating the wood. Teak is heavy wood, usually dark in color. It has a somewhat disagreeable odor. It is straight grained and splits so easily that when nails or screws are to be driven into it, holes must be prepared beforehand.

Teak is excellent material for pilot houses or decks. Because of its non-warping characteristic it really needs no paint or varnish although this is often used for the sake of appearance. On some of our latest battleships the decks have been constructed of teak wood throughout. Many other ship builders who do not wish to go in for so great an expense use it on the edges, along the gutters and around the superstructures.

Motor Ships

According to the ideas of at least one recognized expert in the field, the United States Shipping Board could dispose of at least 500 of its steel vessels if it would motorize them. This, it is estimated, would cost from $150,000 to $250,000. The salable value of such motorized ships would be from $350,000 to $500,000 each.

It is a fact recognized by practically all shipping men that the motor ship is the most economical cargo or medium speed combination cargo and passenger type of vessel which modern science has devised. It consumes from one-third to one-half less fuel than a steamer and all the space which a steamer must give to accommodate boilers, condensers, etc., is available for cargo.

Europeans are way ahead of us in the construction of motor ships. They are building 183 of them at the present time in comparison with our three.

Former Deutschland Reconditioned

After being rejected by the inter-allied commission as junk, the former palatial transatlantic liner *Deutschland* is now again plying the high seas under a new name, the *Hansa*. She is the second largest vessel now sailing under the German flag.

Once one of the most popular passenger vessels afloat, the *Deutschland* received the first blow to her prestige when during the war she was converted into a German cruiser. While in this service she was badly damaged, so much so that the commission relegated her to the junk heap.

But German shipbuilders have rebuilt her into a seaworthy craft of 16,700 tons. She will be devoted to emigrant traffic and freight.

THE MORSE
DRY DOCK DIAL

A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company, and to the interests of the Company

BERT EDWARD BARNES, Editor
C. Stewart Wark, Assistant Editor
Willard B. Prince, Art Editor
E. Donnelly, Cartoonist

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Vol. 5 JANUARY, 1922 No. 1

Try to remember that brains were made for something beside giving one the headache. Then you will never have cause to look back ruefully on our present bright New Year.

Germs

A REAL nice little old lady walked around town recently and killed lots of people before the police caught her. She didn't tote a gun. She didn't mean to be nasty. What she had was typhoid germs. They didn't bother her but raised an awful racket with all of her acquaintances. That was "Typhoid Mary."

Some people have the faculty of carrying germs about without being affected themselves.

I had a friend once whom we'll call "Pessimism Peter." Pessimism is a more insidious germ than typhoid ever was. Little germs of pessimism seemed to crawl all over this fellow. They didn't hurt him any, but they bothered me. That man isn't a friend of mine any more. I got rid of him.

You should be afraid of the "Typhoid Marys." Look out for the "Pessimism Peters" too! If you have any friends of that calibre, lose them! They'll put you on your back quicker than any other germ carriers known to man.

Start a Budget

THRIFT WEEK starts on January 17. We have been having a lot of different special weeks lately. It's quite a fad. Many of them don't mean a thing to most of us. But this one does! 1922 is going to be a mean year for the spendthrift. Thrift is the only solution—or go under!

The anniversary of Ben Franklin's birthday, January 17, is a fitting inaugural for this week of thought on thrift. Franklin is famous because he saved. The schedule of the week to follow contains food for thought. Here it is:

Tuesday, January 17, National Thrift Day, Ben Franklin's birthday; Wednesday, January 18, Budget Day; Thursday, January 19, Life Insurance Day; Friday, January 20, Own Your Own Home Day; Saturday, January 21, Pay Your Bills Promptly Day; Sunday, January 22, Share With Others Day; Monday, January 23, Make a Will Day.

It's up to every one of us to get behind this movement and make it a real success. This is not a religious campaign. It is purely economic. There will be exercises in the schools. Get that message from your children.

"Start a Budget" is the chief feature of Thrift Week. We showed you how to do it on the third cover page of last month's *Dial*. If you have forgotten about it, dig that issue out and get busy. The budget means help to every man who is battling high costs with lower earnings than in the boom years. It will be an aid to every man who is trying to support a family on a fixed income. It is absolutely necessary to every man who depends upon a job for his existence.

This is no chore we are trying to force upon you. Start a Budget—it's fun. You can make a game out of it if you will. It is a recreation which pays instead of being an expense.

Support Thrift Week and Start a Budget!

* * *

Don't let disappointment scare you. Maybe it's just sand thrown on your track to prevent skidding.

A Modern Diogenes

ONCE there was an old gentleman who spent most of his waking hours wandering around with a lantern. His name was Diogenes. He was looking for an honest man. Maybe he was crazy. The records aren't clear on that point.

The other day on a subway platform, I met an old gentleman who was rumaging through a rubbish barrel. He was looking for chewing gum coupons. History won't bother with him, so his name doesn't matter. He was crazy. He admitted it.

All of this is by way of proving that there are a lot of other crazy people in this world who don't know it. They are the ones who, like my unbalanced friend, waste all kinds of valuable time feverishly puttering around with inconsequential things. Their vision is unbalanced even if the mind remains intact. And then they wonder why success doesn't come after working so darn hard!

Maybe old Diogenes wouldn't like it, but that rubbish barrel explorer reminds me of him. So do all the rest of you fumers and fussers who putter about all day long cluttering up the wheels of progress with lost motion.

Take a chance on self-observation tomorrow. Maybe you'll get a jolt, but nobody else will know. How much useless exertion are you indulging in? You ought to know. Your boss does. And he won't pay you for it!

* * *

The Barnacle Family

Old Bill Barnacle sticks to his ship,
He never is ill on the stormiest trip;
Upside down he crosses the ocean—
If you do that you enjoy the motion.

Barnacle's family grows and grows;
Little relations arrive in rows;
And the quicker the barnacles grow, you know,
The slower the ship doth go—yo ho!

Thousands of barnacles, small and great,
Stick to the jolly old ship of State;
So we mustn't be cross if she seems to crawl—
It's rather a marvel she goes at all.

—*Punch.*

Workmen Show the Way

WHATEVER may be the outcome of present difficulties between employers and employees in the packing industry, a recent decision which the workers in that industry made in regard to a wage cut is worthy of comment. It shows that the American workingman has the power of clear vision even though this may be blurred at times due to outside influences of an insidious nature.

Talk about unemployment and hard times did not suffice the packing workers, at the time of which we speak. They relegated talk to the limbo of things that were and did something instead. They took due note of the conditions which existed in their great industry and volunteered to cut wages.

If workers in other of our great industries would follow that lead and if the packers themselves could continue that breadth of vision a nationwide boom would soon take place and many of the problems which now confront us would dissolve into thin air.

The packing house employees when they made that great decision really showed that they had more economic sense than many of the great minds which we employ to regulate our national affairs. For instance, the packers seemed to know a great deal more about industrial reconstruction than the United States Railroad Labor Board ever did. There is no essential difference between a manufacturing cost which kills business and a transportation charge which stifles the same thing, comments the *New York Herald*.

What must American workingmen think of a government board which cannot recognize this economic principle as well as some of their fellows can?

Refusal to let excessive operating costs of railroads come down hinders the free distribution of commodities which have their production costs brought down. If our Congress taxes oppressively the business of producing essential commodities or the business of distributing them; if it taxes oppressively the essential functions of trade agencies, then the workers of our country are suffering from blunders far greater in magnitude than any of those they have ever made.

If the gentlemen in Congress continue with the economic program which it would seem apparent they have mapped out for themselves, how are they going to face the workers of this country—men who by their very actions show that they know a thing or two? Our workers know that their jobs are hurt when the business which makes their jobs is taxed contrary to all economic law and reason. It is clearly up to many of our white-collar law makers to show the laboring man that he is worthy of the trust reposed in him. He who toils in America is a pretty keen bright-eyed chap who knows quite a little about things that are happening around him. Sometimes he falls back into ways quite ignorant, but more often he shows a breadth of vision most praiseworthy and astonishing.

* * *

The pessimist often has the satisfaction of being able to say, "Well, anyway, I'm right as far as I am concerned; business has been and still is rotten with me."

Association Calendar

Relief Committee meets every Monday at 4 p. m.

Accident Prevention Committee, first Monday of every month.

Entertainment Committee, first Tuesday of every month.

Fire Prevention Committee, first Wednesday of every month.

Finance Committee, last Tuesday of every month.

Directors, last Wednesday of every month.

Association entertainment and business meeting last Wednesday of every month, unless otherwise announced.

Employees Association Directory

OFFICERS

President—JOSEPH McGUIRK
Hull Department

Vice-President—FRANK MACK
Sheet Metal Department

Secretary—EDWARD HANNAVIN
Brass Storeroom

Treasurer—MORTIMER W. MEAD
Office

Directors and Conference Board Members (d) for Directors: (c) for Conference Board

CARPENTERS, JOINERS, PAINTERS and WOOD CAULKERS—John Tolson (d), Wallace Livermore (c), James Larkin (c)

OUTSIDE MACHINISTS—John Boylan (d), John Oliver (c), James Wolfe (c)

INSIDE MACHINISTS—Hugh McQuillan (d), Leonard Privatero (c)

PIPE FITTERS AND PLUMBERS—Michael O'Dea (d), Charles Schultz (c), William Martin (c)

BLACKSMITHS—James Tester (d), Robert McQueen (c), Oscar Skoog (c)

RIGGERS AND DOCK HANDS—Harry Carlson (d), Oscar Munson (c), Walter Geiss (c)

COPPERSMITHS AND PIPE COVERERS—Thomas Hayes (d)

BOILERMAKERS — Charles Gilmore (d), Thomas Cornell (c), Thomas McNamara (c)

OFFICE, ESTIMATORS AND SOLICITORS—Frank Falconer (d)

DRAUGHTSMEN, PATTERN MAKERS, INSPECTORS—Fred Woods (d), James M. Donovan (c), Thomas C. Rathbone (c)

SHEET METAL WORKERS—George Thwaites (c), Gene Kenney (c)

PLATE SHOP—Edward McGibney (d), George Drew (c), Louis Leiser (c)

ELECTRICIANS — Harry Jost (d), Thos. White (c)

HULL DEPARTMENT—Al. Simondinger (d), David Lyle (c)

BURNERS AND WELDERS—James MacFarlane (d), Charles Menzies (c)

MISCELLANEOUS—Including Chauffeurs, Storeroom Hands, Garage Mechanics, Crews of Launches, Timekeepers and Watchmen—A. R. Ingraham (d)

COMMITTEES

RELIEF COMMITTEE—Joe Frank (Dock Hands), Frank Falconer (Hospital), Charles Pearson (Outside Machinists).

ACCIDENT PREVENTION COMMITTEE — Martin Carroll (Riggers), George Ashe (Inside Machinists), Oscar Munson (Riggers), Anthony Manno (Hull Department), John Ryan (Pipe Shop).

ENTERTAINMENT COMMITTEE — Tom Rathbone (Draftsmen), Pete Bresnan (Carpenters), Charles Jennings (Plate Shop), William Carr (Pipe Shop).

FINANCE COMMITTEE—Thomas Rathbone (Draftsmen), Harry Anderson (Carpenters), Louis Leiser (Plate Shop).

FIRE PREVENTION—David Lyle (Hull Department), Charles Ambriano (Inside Machinists Apprentice), Charles Hahne (Inside Machinists).

A Thrifty Executive

IT is hard sometimes in a big city and a big state like ours to see anything good in the administration of our municipal or state government, but now and then some facts come to the surface which are worthy of note.

Back in September, 1920, a man visited this big plant to tell us why he was seeking the office of governor to which he was subsequently elected.

An editorial came to our attention the other day which recalled that visit, and also brought to the surface one or two things about our present state government which should be considered.

The *Dial* is not a political organ and has no desire to mix into politics, but likes the thought of giving credit where credit is due and of passing on to its readers information that they may find helpful. When we see a serious effort being made to better living conditions we feel that our readers should know of it. The following editorial, reprinted from a recent issue of the *New York Herald*, points out what seems to us to be a serious effort along this line; at least insofar as our tax burdens are concerned:

"When Governor Miller set out almost twelve months ago to stop the wild spending debauch into which this state had plunged under the influence of the war period he got the Legislature to cut the appropriations down to some $136,000,000. On the face of it this was some nine millions below the previous annual appropriations. As a matter of fact, however, it was a reduction in the cost of state government by eighteen millions, because in the appropriations made for Governor Miller's administration there were deficiency items of considerably more than nine millions to take care of previous overspendings. The funds requested and obtained by the Governor from the Legislature for actual spending by his own administration, therefore, were in reality no more than about $127,000,000.

"As the Governor had warned all departments that there could be no overspendings under him and as nobody had any doubt that he meant what he said, the eighteen millions saved looked good enough to the public for a beginning. But it did not look good enough to him.

"What Governor Miller wanted to do was to get his administration in training with a pretty fair start and then show what really could be saved by not spending even what had been appropriated for his departments to spend. They stayed so carefully within their appropriations, in fact, that when a legal bombshell was exploded under the state it did not disturb the Miller administration in the very least.

"The legal bombshell was the Court of Appeals decision against the constitutionality of the bonus bond act. When the court declared the bonus measure was unconstitutional its opinion at the same time rendered null and void the

Mr. Morse entertains Governor Miller at our yard

direct tax law's whole debt service item which was to provide millions more than the money required for interest and sinking fund payments on the bonus bonds.

"It was taken for granted on all sides that there would have to be special legislation or other emergency action to make up for the $11,475,000 direct tax revenues which the court decision thus cut off and only a part of which had been intended for the bonus purposes. But the Miller administration had been practicing economy to such good effect that when it lost the $11,475,000 which had been expected to come into the treasury, but now could not come in, the Governor astonished the public by announcing that the state could get along without it and nothing would be done to make up any of the missing revenue.

"This is why those who have learned how the Governor saves all he says he will save and more than he says he will save, are expecting some highly interesting news from Albany in the way of budget cuts for the new year when the Legislature meets and the second year of his administration begins next week.

"It looks as if a man like Governor Miller saving eighteen million in his first year might get the State expenditures so well in hand by the end of his second year in office that the general fund budget appropriations could again go below $100,000,000.

"The hundred million goal must be reached, and then some!"

Any plan which will reduce the present high cost of our government is deserving of commendation.

It is interesting to note, in passing, that Governor Miller, who made his first speech in his campaign for office in this yard, has since made the statement that the cordial reception and encouragement which he received here was a source of inspiration and pleasure all through his campaign. He came here with more or less doubt as to how he would be received, because he realized that, being a business man, he did not have as much hope of being as heartily received as would an experienced politician more accustomed to talking to working men. His impression of the visit here has been so keen he has cherished a photograph of the men he addressed which was presented to him after his visit here, and which he keeps on a shelf in the executive mansion.

Mauretania Will Burn Oil

IT has been decided to convert the *Mauretania* into an oil burner. This work is to be undertaken in England by the original builders of this ship and the job is estimated to take about six or seven months. With completion of this installation there will be six vessels of oil-burning type in the combined Cunard-Anchor lines fleet.

ROUND ABOUT THE YARD

By Edwin E. Donnelly, Dial Cartoonist

"DON'T LOOK AT ME LIKE THAT, BILLY,— YOU MAKE ME FEEL AS IF YOU DOUBTED MY STORY!! I TOLD YOU HOW I GOT THIS SHANTY ON MY EYE!!! WASAMATTER DON'T CHA BELIEVE ME-??
BILLY MCEWEN THOUGHT WALTER CRAWFORD WAS DECORATED FOR THE HOLIDAY SEASON, BUT HE WAS SOON PUT STRAIGHT ON THE MATTER.
LOTTIE NALLON OF THE HULL DEPT. STRUTTING AROUND THE YARD WITH A NEW PAIR OF CORDUROY TROUSERS, HIS WIFIE DEAR GAVE HIM FOR XMAS.
"I BET THAT GUY BELIEVES IN SANZE CLAUS"
THAT'A BOY GENE, NOW SHOW THE PEOPLE HOW WILL ROGERS DOES THOSE STEPS, THAT MADE HIM FAMOUS !!
COACH JOE MCGUIRK PUTTING ON HIS STAR ACT WITH DANCING GENE RYAN, AT A BIG AFFAIR IN GREENPOINT—(THE ACT WAS A RIOT!!)
"?"
CHIEF MYERS PUTTING UP A CLOTHES-POLE IN THE YARD OF HIS NEW HOUSE.
MERRY XMAS MARY!!
MISS TRAVERS SHOWS HER CHRISTMAS SPIRIT BY PUTTING UP SOME MISTLETOE IN HER OFFICE.
NOW THE FUN BEGINS-
"SWEET LADY-!!"
Edwin Donnelly
PEGGY O'NEILL
"WALTZ ME AROUND AGAIN MORT-"
MISS JENSEN AND MR. MEAD STEPPING AROUND AT THE XMAS TREE CELEBRATION
"WATCH CLOSE BOYS, THE NEXT STEP WILL BE THE SPANISH OMELET-"
HENRY ROCHELLE DANCING THE SPANISH FANDANGO IN THE ASSOCIATION ROOM.
PRESENTING THE EMPLOYEES OF THE COMPANY WITH CHICKENS AT THE CHRISTMAS TREE CELEBRATION
30 DAY SOAP JOB
2 MONTHS OVER-TIME
ALL NIGHT SOAP
A SHIPYARD WORKERS IDEA OF A IDEAL XMAS SOCK
YOO HOO
"WELL-THIS IS NOT SUCH A BAD WORLD AFTER ALL-
NEXT
SOME CHICKEN UP HERE I'LL SAY
"MERRY XMAS"
COME T'ME SWEET CHICKEN

Big Night Nearly Here

THE biggest Morse event of the year will take place on the evening of January 21. It is the Employees' Association Grand Carnival and Masque. The place is Prospect Hall.

Any "old timer" will tell you what enjoyable affairs these annual parties have been in the past. The Masque this year is expected to be the one real big reunion of Morse workers.

The success of this affair is in the hands of this general committee: Charles Pearson, chairman; Thomas Rathbone, Charles Jennings, William Carr, Mortimer W. Mead, Charles Ambriano.

It goes without saying that masquerade costumes will take the place of dress clothes. There will be prizes amounting to one hundred dollars in gold for the most unique and grotesque costumes. Another prize will be given to the first one who guesses the identity of a masked dancer. Announcement will be made beforehand as to just how he or she is going to be dressed. It is up to you to do the rest.

No carnival could be complete without some high-class entertainment every now and then to fill in the idle moments when you are puffing and resting after that last fox-trot. With this thought in mind the committee has booked eight big vaudeville acts and a revue; the kind you pay two dollars to see in an uptown cabaret. The dance music will be of the best that the city can afford. It will be rendered by the Paramount Syncopaters, recognized Broadway artists. With jazz music in the air, streamers and confetti fluttering about, masked dancers and grotesque costumes everywhere, what a time it is going to be!

So get those costumes ready and prepare for the twenty-first. It is going to be a red letter day in Morse history. If you don't go you'll regret it!

The 'possum seems to be the only animal that has been able to win out by lying down, and even his effort is usually a failure.

You alone can raise my salary.

Leviathan Specifications

IN view of the quite general interest, at this time, among ship repair men in everything pertaining to the giant liner *Leviathan*, the following figures should prove to be of special interest. Bids are now all in for the repair of this ship. Morse men were one of the principal estimators on the job. On that account these figures, supplied by the main office, are of value because of their absolute authenticity.

Length overall	949′ 9″
Length between perpendiculars (40′ W. L.)	928′ 5″
Beam moulded	100′ 0″
Depth moulded to D deck	70′ 4-1/4″
Frame spacing (general)	36.02″
Normal mean load draft	About 40′ 0″
Deadweight carrying capacity on said draft	About 16,240 tons
Capacity of fuel oil compartments (exclusive of forepeak)	9,616 tons
Capacity of fresh water compartments	3,470 tons
Maximum S. H. P.	About 100,000
Normal S. H. P., service condition	About 65,000
Normal speed, service condition	About 22 knots
Accommodation is provided for the following number of passengers and crew:	
First class passengers (704 beds, 19 Pullman berths and 250 sofa berths)	973
Second class passengers	548
Third class passengers	944
Fourth class passengers	934
Total passengers	3399
A portion of the bunker space on H deck will be provided with necessary access and ventilation to permit the space being utilized for accommodation of 400 additional fourth class passengers in case of emergency.	
Officers and crew, total	1100
Total number of persons carried	4499

Welding Barges Back in Service

Following a short temporary lay-off the welding barges *Capt. Kirby* and *Capt. Roach* are back in service again. They are tried and true old friends and we welcome their return to environs of the yard. "Couldn't do without us for long," said Emil Almquist, a broad smile illuminating his face the meanwhile. "You bet they couldn't," Pete Seeburg answered. It seemed as if he was sort of happy too. Emil and Pete are the engineers in charge of the *Kirby* and *Roach*, respectively.

Even a fat man may say he's hungry and not be lying.

Former Visitors on Voyages

THE big American liner *St. Paul*, which was on our dry dock just about a year ago, and the more recently repaired *Kroonland*, International Mercantile Marine Company ship, are both destined for long voyages under charter.

The *St. Paul* will make her next voyage to the Pacific Ocean. She has been chartered by a tourist agency and will start for Honolulu next summer. On her homeward voyage to this port she will stop at San Francisco.

The *Kroonland* is also headed for the west coast, where she will convey a party of Mystic Shriners. The trip is to San Francisco and return and will take place next June.

SCISSOR THEFTS

Sailors' Superstitions

From time immemorial superstitions of sailors with few exceptions have naturally been associated with things of the sea, notably the belief which marks departure from port on Friday as a certain omen of bad luck. St. Elmo's fire, the bo'sun fish, whistling for the wind in a calm, the presence of a priest on board ship, all these deal with actual elements of sea life that played a great part among such legends. The Flying Dutchman legend was also born of the sea; likewise the ghostly crew coming from the wreck of a sunken ship to haunt the crew of the vessel which caused their loss.

A more annoying variety of superstition was revealed by the action of the crews of two American tugs who deserted their boats at Quebec. Before these two boats left Detroit bound for New York a fortune teller predicted the doom of one of the boats before it finished its voyage. This prophecy so worked on the sensibilities of the members of the two crews that they struck on reaching Quebec. Old salts might sniff at such a prophecy as this as being of the fresh water brand and not worthy to be enrolled in the ancient and honorable company of deep sea superstitions, but the prophecy worked its evil upon the tug owners. The loss of their crews made a real thing of it.—*New York Herald.*

Haircut Assuages Stormy Sea

One of the most fantastic of sea legends is reported to have weathered the test of modern scepticism in the course of the latest crossing from Christiania of the Norwegian-American liner *Bergensfjord.* According to the report, the vessel ran into a storm in mid-Atlantic, and there were indications that the supply of fuel oil would not be sufficient for the voyage. The commanding officer, Captain Ole Bull, is represented as having recalled an old Viking superstition to the effect that "when storms refuse to yield to man it pleases much the gods if sailors part with their blond, shaggy locks." The ship's barbers were promptly pressed into service, the seamen were shorn, and the storm subsided. When the vessel reached New York on March 27, just one day's supply of fuel remained.—*Nautical Gazette.*

New Foreign Flags

The following are descriptions of the new flags to be flown by German and Austrian merchant vessels:

German.—A rectangular flag divided horizontally into three equal stripes, black, white, and red. In the black stripe, next to the staff, are inserted the national colors, black, red, and yellow, divided from the black stripe by an outer vertical edge of white. The length of the insertion is equal to the depth of the black stripe. Merchant vessels commanded by retired naval officers use the merchant flag superimposed with an iron cross. According to existing regulations, it will be permissible for German merchant vessels to fly the old or new Germant merchant flag at will up to January 1, 1922.

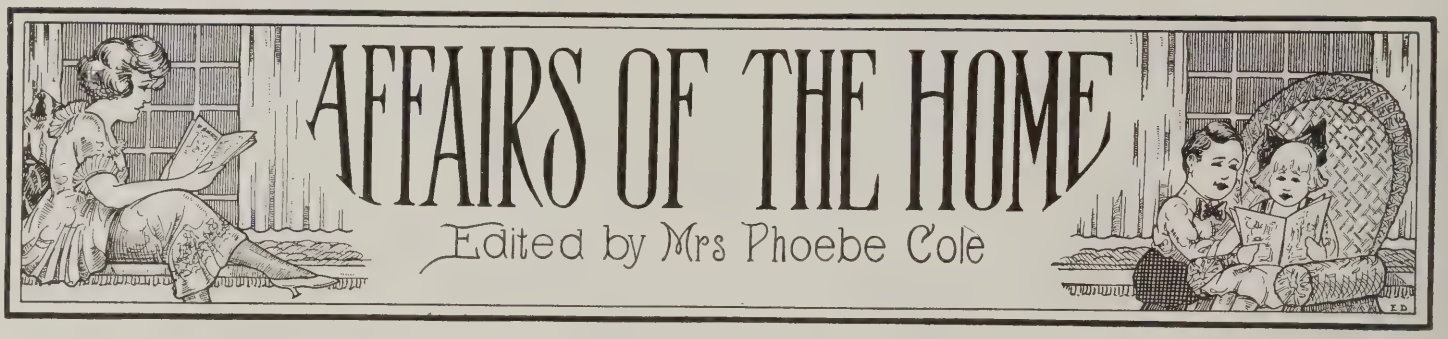
Austrian.—An oblong flag divided horizontally into three equal stripes. red, white, and red. The relation of the breadth to the length will be as two to three.—*Shipping.*

"I Hate To . . ."

Are you one of the "I hate to" family? How often one hears people use that phrase. If you are guilty of using it, try to break yourself of the habit. It doesn't reflect a strong, healthy, vigorous mental attitude. It suggests pettiness, querulousness, lack of the "*I will*" spirit. The way to conquer a disposition to "hate" so many things is to cultivate a cheerful, resolute, beneficent frame of mind. If you fill your heart with love of your fellow-mortals and are possessed of a consuming desire to be of service in the world, you will have little room left in you for "hating" this, that and the next thing and person. The forceful person, animated by the right motives, starts more sentences with the words "I like to" than with "I hate to." Get this thought into your mind: If you are constantly "hating," the cause lies within yourself. — *Forbes Magazine* (N. Y.).

Homeric to Sail Soon

Sometime next month the new White Star liner *Homeric* should be ready for her maiden voyage. She will be the sixth largest ship in the world. The *Homeric* is 775 feet long, 83 feet wide and of 35,000 tons. She will carry 529 first cabin, 487 second and 1,750 third cabin passengers. Her crew will number 774. There are 40 large staterooms on the promenade deck, and several suites. The *Homeric* will be equipped with every device for safety and comfort known to modern science, including bilge keels to prevent rolling, and a very elaborate fire prevention apparatus.



The Child's Place in the Home

A GOOD many splendid young matrons, who have prided themselves on their fine house-keeping and the habitual neatness of their homes, have found themselves, along about the time Junior was three, vastly troubled because they just couldn't keep things as tidy as in their early bridal days.

Of course it isn't exactly Junior's fault. Chiefly it seems to be the fault of his numerous balls and horses and railway trains, to say nothing of his wee mittens and caps and rubbers and other small belongings.

One thing is certain—we can't have babies unless we have all the upsetting, cluttering, bewildering lots of things that our modern civilization attaches to babies. And we might just as well make up our minds that if it is worth while having babies, it is worth making a few concessions to them in the matter of dividing up the home with them, giving them space for their things. But it isn't necessary to give them the whole house or apartment.

A child can be taught just as well as a dog what corner is *his* corner, sacred to his junk. Of course the happiest solution of all is for the child to have his own little room, either a sleeping room, or a tiny play room. But this is not possible in most households, so a place must be found for his little belongings in the other rooms.

A built-in toy box or box seat, in dining room, living room or kitchen will solve the difficulty in many homes, and the mother will find that the child will probably play near his toy-box and not care to strew his playthings all over the entire house.

Even more than the little stay-at-home children, do the children of school age need a place for their own things, for besides balls, bats, skates and other playthings, they have school books, papers and such things to keep track of, and it doesn't seem fair to them to give them no regular place where these things may be kept without encroaching upon the preserves of the adults.

If a special closet, or part of a closet, can be kept just for the children's outdoor things, much scrambling and excitement and tardiness may be avoided, for small size rubbers and mittens have an uncanny way of getting misplaced in the average household.

Not only the children themselves, but their elders as well, are happier if it is understood that the children are NOT public nuisances, but loved and respected members of the household, with a definite place for their possessions as well as beds to lie in at night, and the definite responsibility of keeping their things in the proper places.

Don't wait upon children! Let them develop resourcefulness and habits of order by putting away their own things, cleaning their own overshoes, drying their own wet umbrellas and wraps, keeping track of their own things.

Fable of the Beloved Young Man

ONCE upon a Time there was a handsome Lad who greatly Loved Himself, but was smart enough to conceal the fact, so that he was Beloved by numerous maidens, who all thought him Wonderful because so Modest about his Looks.

And it came to pass that as the Yuletide approached, each maiden betook herself unto the Market Place and sought a token fit for her Beloved. (As for Him, it had long been his rule to give only Candy, in plain boxes, so there would be no Souvenirs with which they could Confront him in Future Years.) And five of the Maidens, after many hours of distraught Shopping, decided on Neckwear, two on Handkerchiefs, and several on Cigarette holders. All things considered, he had a Lovely Stocking when Christmas morning Dawned.

"Ha, ha," jeered his Room-mate. "Now I see where you will get in Dutch with them All. Even a Smart Feller could never Keep Track of who gave Which. Ain't popularity Awful, sweetness?"

But the Popular Hero got out of it as easily as Douglas Fairbanks gets out of Tight Corners. He had a System.

Whenever he saw one of his Adoring Donors and she lovingly reproached him with not using *her* gift, he looked deeply into her Eyes and said, "You *Bet* I like it! You have Some Taste, I'll tell the World! But my Mother would feel Bad if I didn't use the one she gave me. Can't hurt a Mother's feelings, Girlie."

Then he would Bask in the adoring Smiles he was sure of getting, and each girl said in her heart, "I know he loves Me, and he'll make a Wonderful Husband, he's so Good to his mother!"

Moral: It's easy to fool a girl Once, but keeping her fooled is an Art.

Just This and That

An easy way to bake apples and be sure that no hard seed cases remain after the coring process is done, is to simply quarter the apples, without peeling, dig out the seeds, and lay these quarters, skin side down, in a baking pan. Sugar, add a dash of cinnamon and—if you feel a wee bit extravagant—a tiny dab of butter on each quarter, put a little water in the bottom of the pan to prevent burning, and bake for half an hour.

We Celebrate Christmas

CHRISTMAS spirit prevailed about the Morse plant on Friday, December 23. Even in the early morning hours when time clocks clinked merrily at the gate an air of expectancy and good cheer seemed to pervade. The 4 o'clock whistle was a signal for a general rush toward the Association Rooms, top floor of the Carpenter Shop.

Each man had a ticket in his hand as he climbed the stairs. Each carried a bag under his arm as he came down, from which there protruded the feet of a fat, plump chicken to furnish the Christmas dinner. Never, perhaps, in the history of Morse Employee Association activities did an affair merit and receive such high commendation from all concerned.

It was an example of tangible cooperative effort at a Christmas time when those necessary adjuncts to real Yuletide spirit were not as easily obtained as in years gone by.

In the center of the stage used at our monthly meetings stood a trim, gayly decorated Christmas tree under which was piled more chickens than any mortal not in the business ever saw collected together.

Representing the management and hostess for the occasion, Mrs. E. P. Morse was present at an early hour and continued to be the center of a merry group all anxious to extend to her the compliments of the season.

Busy hands of the committee flew during that hour which followed the closing whistle. But for the help of several other kindly spirits they probably would be working yet.

Especial commendation in this connection should go forth to two young ladies of our office force: Anne Badger and Margaret Casey. It was no easy job for which they volunteered, just plain hard work. It is very probable that they handed out more chickens than anyone else on the job because most of the men seemed to prefer one from their hands. Perhaps this was because of the smile which went with each one of them.

Others, not on the committee, who helped appreciably were Pete Bresnan, Mike Horan, Jimmy Weldon, Frank Falconer and Miss Jensen. Fifty-eight birds were distributed by Miss Jensen and Falconer to needy employees who could not be present and to others who were sick. Of course, Mr. Benner and Tom Plunkett were there too working like good fellows. But it is hardly necessary to mention this fact because they are always on hand, always in the center of the hardest work.

The committee in charge consisted of Edward Hannavin, chairman; Hugh McQuillan, Thomas White, Charles Jennings and Mortimer W. Mead. Remembering the preparation which was necessary to make this affair a success, further word concerning the good work which they accomplished is hardly necessary.

Five o'clock was a signal for the office help to appear upon the scene, and they added considerable zest to the occasion. The orchestra started up a jazz tune and a few couples began to dance. Others followed and soon a regular tea-dansant was in progress with Henry Rochelle and Anne Badger, Mr. Mead and Miss Jensen stepping out in a way that would put Irene Castle and her partner to shame.

Not until it was near supper time did the Association Rooms show any sign of becoming vacant again. Its congenial atmosphere of good will seemed to have gotten into the blood of those who attended. Even when it was all over and everyone had gone home, the little Christmas tree still glistened brightly and seemed to say, "It was a merry Christmas and it's going to be a mighty fine New Year."

Smallest Merchant Marine

Lithuania has the distinction of having the smallest merchant marine in the world. Its fleet consists of two steamers, the *Kastytis* and the *Jurate*. Each are of 139 tons gross. This fleet must now continually lie in foreign waters because Lithuania has no adequate harbor. Nothing daunted, however, the Lithuanian Steamship Company is making plans for further developments.

Cuba Has Competition

COMPLETION of the *Cuba*, first all-electric express and passenger ship, was a big event back in December, 1920. Morse workmen were proud of the signal construction which they had completed, and rightly so. The event received considerable attention from shipping journals and the daily press.

Another vessel recently launched now holds the record of being the largest electrically driven cargo vessel. This is the *San Benito*, one of the United Fruit Company fleet. Not one iota does this launching detract from the worth of our work on the *Cuba*. Rather does it add to its significance, for we must now be considered forerunners in a great world-wide movement. But the facts of the case are interesting because they show the popular trend of opinion in regard to electrical propulsion.

The *San Benito* was built in Belfast. She is of 5,500 tons gross, 336 feet long and has a beam of 45 feet. On her maiden voyage she made a minimum of 10-1/2 knots and a maximum of 15-1/10 knots. She will operate in the tropical fruit trade out of Boston.

One of the special features of this ship is a system by which cool air is carried into all cargo compartments. This is done by means of fans in a generating compartment situated amidships. On her maiden voyage she carried a cargo of grapes and onions from Almeria, Spain, to New York, and during the whole trip the temperature in the cargo spaces did not rise over 50 degrees.

This trip was undertaken under very bad weather conditions. For twenty-four hours she was tossed about in one of the worst storms which her captain had experienced in twenty-nine years at sea. Yet she reached port in perfect condition.

All success in the world to the new *San Benito*. As builders of the *Cuba*, the daddy of them all, we will watch with interest her future activities and the progress made generally in this branch of marine propulsion.

But the successful man never made the same mistake twice.

Munamar Back Again

IT is a source of satisfaction and should be to every worker in the yard that crack ships such as the Munson liner *Munamar* make return visits to us just as often as repair work is necessary upon them.

The *Munamar* visited us last June and returned to the big Morse dry-dock in December. The sight of her trim figure is always something worth stopping to look at. Nor is the exterior view any more delectable than that of its cozy cabins and salons. She is a fast ship, you can tell that by her lines, but more, a vessel which can provide luxury not excelled by many coasters. The *Munamar* carries 82 passengers; 52 first class, 30 second class. All of the cabins have outside exposure. There are also two luxurious suites, fitted up with every known convenience of ocean travel. A most important adjunct to comfort when travel in the tropics is considered is the electric fans constantly kept in motion. Each stateroom is supplied with one of them.

The *Munamar* is in the West Indian trade and plies between New York and those islands of the Spanish Main. She is an oil burner, 370 feet long, 47 feet beam, 30 feet deep and of 7,500 tons displacement. She was raised on our big dry-dock along with the *S. S. Helen*, trim Bull line freighter. Paint jobs were conducted on both of them.

Smallest Floating Dry Dock

EVERY man in the Morse yard is fully acquainted with the largest floating dry-dock in the world. He ought to be because he works on or about it every day. There isn't a larger or better dry-dock anywhere than ours.

But to be the smallest floating dry-dock in the world is still another source of fame. The dock which claims this distinction has just recently been built and is now being used by Bertelsen & Petersen Engineering Company of East Boston. It is 175 feet long, 40 feet wide and has been built to accommodate vessels up to 400 tons. This makes it possible for vessels within that tonnage to undergo underwater inspection without being hauled out on the marine railway as is the general procedure.

Two Tankers Visit Us

BOTH the *Walter Jennings* and the *Somerset*, Standard Oil tankers, were visitors at the Morse yard during the month of December. Rush jobs both of them, those two ships kept the boys who did the work hurrying around at the old war-time pace while they lasted.

Ten days of hard work were necessary before the *Jennings* was fit for sea again. Pipe-fitting was the main job at hand. All of which proves again that everything comes to him who waits. The pipe-fitters, for instance, had long been looking for a big job in their line. They got it on the *Jennings*, night and day. There was a dry-dock job too, so the Hull department boys came in for their share of hustle, but it was down in the pipe-shop where the wrenches really flew.

Only five days, at double shifts, were necessary to put the *Somerset* back into ship-shape condition. This was a general overhauling job and Hildreth Benner, employment manager, was kept on the jump for several days looking up old-time experts whom he knew could handle the work successfully, according to recognized Morse standards.

Pacific Liner Establishes Record

What is considered to be a record of both service and mileage was recently established by the C.P.R. liner *Empress of Japan* when she completed her one hundred and fifty-fifth voyage from Vancouver to China and Japan covering in those voyages a distance of two and one-half million miles. This distance is equal to nearly one hundred times around the globe.

The *Empress of Japan* was built in 1891 and has been in service for thirty years without a single mishap. Her original equipment, including boilers, is still in use. That this equipment is in excellent condition was proved by a recent voyage when she made 387 miles in twenty-four hours. The endurance record which she has made does not include four years spent in the service.

Two Big Jobs

SELDOM is it possible to make a tour of the Morse yard without seeing some old-time favorite paying a visit for the purpose of repairs.

Last month, two well-known vessels were among those present and contributed considerably to yard activity: the *Providence* and the *Hudson*.

The *Providence*, which is a Fall River liner, was under work for about eight days, general repairs being made in all quarters. Overhauling the boilers of the *Hudson* took ten days, working two shifts, day and night. This vessel will be remembered by many as the former army transport *Antigone*.

Electric Driven Ship's Winches

The *William Penn*, Shipping Board freighter, is equipped with eleven electrically driven deck winches. Each one of them is driven by a 30 H.P., 220 volt direct-current Westinghouse motor. Provision is made so that they can be operated by man-power if desired. Tests show that with an empty hook the rope speeds are 457 feet per minute hoisting, 337 feet per minute lowering. With a 5,000-lb. load the speed is 170 feet per minute hoisting and 470 feet per minute lowering.

World's Speed Record

On the east bound portion of a recent voyage which ended at Southampton on Monday, November 21, the *Aquitania*, Cunard liner, established a new speed record. For a considerable distance she sailed at the rate of 26.66 knots or over thirty miles an hour. The only vessel afloat which has equalled this record is the *Mauretania*, but this was before the war. This vessel along with the *Berengaria* is to be converted into a fuel oil burner. These three ships offer the fastest ocean passenger service in the world.

Achievement, no matter how great, is a dwarf compared with opportunity. A study of opportunity will stimulate the growth of achievement.

The New Year

OLD scores are wiped out. This month we begin anew. This battle of life is no skirmish. It's a real "push". Many are the casualties all along the line. New Year comes like a lull in bombardment. It's a time to dig in and hold fast. Tighten your grasp on that already gained. Prepare for the next drive. 1922 is going to be a mean tussle. But the prizes are rich.

This is to announce to those interested that Captain Kirby's old stove now has a home. Those of you who have been putting off the manual labor of carting it away have missed out. Tony Caprino, of Charlie Hallock's staff, took time by the forelock and acquired it while the taking was good. According to popular report he is going to present this relic to General Diaz as a token of his esteem. Just which General Diaz he has in mind still remains in doubt.

Things are rather slow around the yard hospital these days, according to Miss Jensen—no news at all. But what a nice warm gray sweater she is knitting the meanwhile. The kind of sweater that makes a fellow thoughtful when the cold winter breezes blow. This is not news—just gossip!

Chief Myers of the Morse fire department is finally located in his new home. Some place it is going to be too when "chief" gets finished with it!—electric lights and all modern improvements. Max Turnbull, yard electrician, is doing the wiring for him. George Ash, also of the yard, is going to do the paper hanging.

Van Gelderen, of canary bird fame, says that he doesn't want anything about his business in the *Dial*. "I have troubles enough feeding my canaries," says Van belligerently, "without having people ask fool questions about them." Just the same, we can't help remarking that he knows a good canary bird when he sees one. We are not referring to the kind that wear hair-pins.

The Office Cat Says—

We were a little previous in regard to our notice about Billy McEwen, last month. He was gone at the time we wrote it, all right. But now he is back again and we are pleased. It didn't seem quite possible that a Morse man of Billy's long standing could be absent from our midst any considerable length of time. Welcome home!—we chant in chorus. Whoever said "they never come back"?

Mr. Hanbury, main office, is a good sport and consequently a winner. He had enough confidence in the Navy's prowess at football to run the odds up to 2 to 1 when the "gobs" played the "doughboys." Some of the boys in the yard got up a pool to combat this "bearish" market. They did so with sad results, but say they don't mind losing to a good sport like Hanbury.

We are sorry to note the absence from our midst of Miss Mary E. Brady, Mr. Piper's secretary, who recently resigned from her position with the Company. George Bendiksen and James Glynn are two other office employees of long standing whose absence through resignation will also be keenly regretted by many.

There ought to be a note of commendation somewhere along the line for Miss Anne Badger and Miss Margaret Casey. These two young ladies of our office force were on the Christmas Tree Celebration committee. Their hard, earnest work contributed much to the success of this affair.

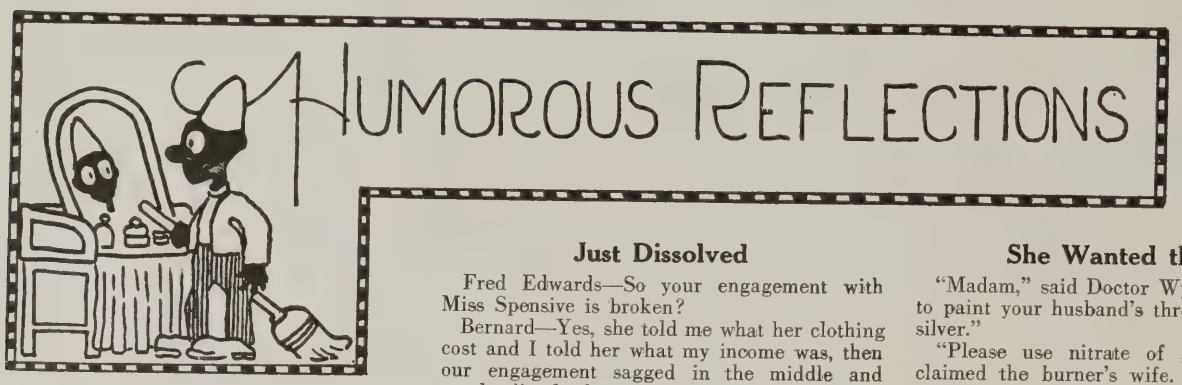
Joe McGuirk took Gene Ryan of the plate shop on a party the other day. It was held at College Point. Gene proved to be an attraction which few of that gathering will ever forget. Of course, you all know that he is "the greatest of the great dancers of the world," but they didn't. Now Gene is seriously considering a career. He won't go to any other parties unless he's paid. So there!

Joe McGuirk, employees' association president, has been up to his old tricks again, and during the recent argument between Democrats and Republicans of this neighborhood could be found in the thick of battle, lustily defending the cause of Michael Laura. Joe is a good man to have on your side. We hope Mr. Laura appreciated him.

Charlie Pierson, outside machinist, is another violent partisan at election time. Only Charlie always works for the other side and never was known to put a cross anywhere but under the "chicken." He did his best for Mr. Curran this time and, even yet, won't admit that the Tammany boys got the best of him.

Who remembers Bill Dougherty, who worked in the employment office and also played in the band? Who could forget him? He was spotted on a Times Square subway platform the other night all dressed up like a sore finger. He looked prosperous, which isn't unnatural, but we thought his friends would like to know.

Congratulations are in order. R. E. Boyle, building superintendent, is now the proud father of a baby girl born on Sunday, November 27. Knowing Boyle so well we are not a bit in doubt about the young lady's future. Anybody with such a daddy would have to have a real good one.



Difficult Walking

"Help! Help!" cried an Italian laborer near the mud flats of the river.

"What's the matter there?" came a voice from the construction shanty.

"Queeg! Bringa da shov! Bringa da peek. Givonna stuck in da mud."

"How far in?"

"Up to his knees."

"Oh, let him walk out."

"No, no. He no canna walk. He wronga end up."

Pebbles

McGuirk—I wish to goodness someone would invent a way of using a hammer so's you wouldn't hit your fingers.

Mrs. McG.—Why not take both hands to it, dear?

Both Had Experience

The motor car was driven by a determined looking woman who had knocked a man down. She stopped the car, descended to the solid earth and faced him.

"I'm sorry it happened," she said, "but you must have been walking carelessly. I am an experienced driver. I've been driving a car for seven years."

"Well," replied her victim airily, "I'm not a novice myself. I've been walking for fifty-seven years!"

Rathbone—If Shakespeare were alive today, wouldn't he be looked upon as a remarkable man?

Apprentice—I'll say so. He would be 300 years old.

Just Dissolved

Fred Edwards—So your engagement with Miss Spensive is broken?

Bernard—Yes, she told me what her clothing cost and I told her what my income was, then our engagement sagged in the middle and gently dissolved.

Not Quite Lost

The little chap howled sorrowfully until quite a crowd had collected.

"What is the matter, little fellow?" one asked kindly.

"I'm lost," was the reply. "Won't all of you take me home to Horowitz, the well-known cut-rate merchant on Fifth Avenue, who has just received a new lot of finest overcoats, suits and gents' furnishings, which he is selling actually at less than cost?"

Vocal Exposures

It's funny to watch Clarence Purvus.
He swallows his tongue. He's *so* nervous.
He swells up his glands,
Massages his hands,
And mumbles his words topsy-turvous.

The Pagan

Van Gelden (buying a canary)—Do you guarantee she is sound and has no faults?

Dealer (selling the canary)—She has got *one* fault. She *will* lay on the Sabbath.

The Poor Clerk

He lives in 1921,
But rather he exists, my son.
His salary, I say to you,
Is dated 1892.

—*Louisville Courier Journal.*

Kilpatrick—I hear you fell out with the bank.

McEwen—Yes, I lost my balance.

She Wanted the Best

"Madam," said Doctor Wynne, "I shall have to paint your husband's throat with nitrate of silver."

"Please use nitrate of gold, doctor," exclaimed the burner's wife. "The expense is quite immaterial."

Hanbury—You look sweet enough to eat.

Mary—I do eat. Where shall we go?

Flaherty—My brother is living in Ireland, and says he's delighted.

Feeney—Delighted at living in Ireland?

Flaherty—No! Delighted to be living.

Ouch

Reinhardt (in deep despair)—what would you do if you were in my shoes?

Weldon—Blacken them.

Mrs. Anderson—I'll teach you to kiss my daughter.

McQuade—Too late, I've learned already.

The Kind Mother Used to Make

"I know how to make toast," boasts Bobby Walsh. "First you put it on the stove and burn it; then you take it to the sink and scrape it."

"Does your wife take in washing, Sam?"

"No, sah."

"But, I understand she did take in washing, Sam?"

"No, sah, you's wrong. I takes in de washin', sah, and I takes de washin' out. All m' wife does is to stay home and do it, sah."

The average income of some men is 3 a. m.

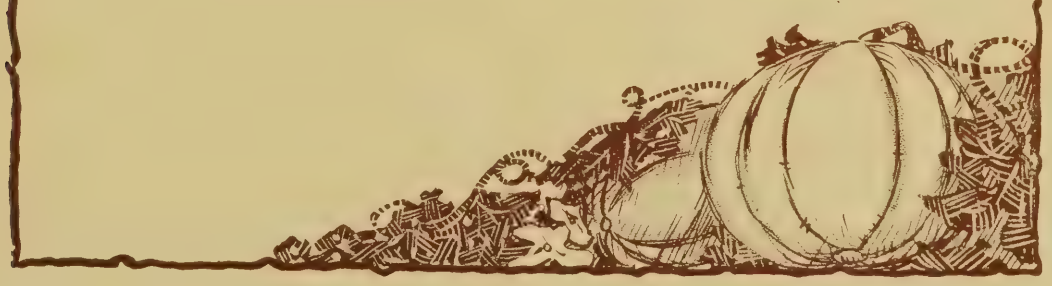
DON'T FORGET THE CARNIVAL AND MASQUE

The Place
PROSPECT HALL

Get Your
Costumes Ready

The Time
JANUARY 21st

NATURE CAN MAKE A SQUASH IN SIX MONTHS BUT WHEN SHE SETS OUT TO PRODUCE AN *OAK* SHE WORKS ON THE JOB FOR A HUNDRED YEARS.



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Ever Built in the Port of New York

Above is shown one of the two huge capstans, 39 inches diameter of barrel and each weighing over two and one half tons.

The S.S. America reconditioned by this company and upon which these two huge capstans were installed.

MANY times has Morse Service been called upon to do work of unusual magnitude. Building machinery, windlasses, winches, capstans and other equipment of special design has long been a feature of the Morse Machine Shop.

Two capstans of greater size than could be found on the market were needed for the *S.S. America*. We designed, built and installed them in the Morse Yard. We recommend this style of capstan not only for ships but for pier heads and docks as well. Write to us for plans and estimates.

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THE BERT BARNES SERVICE, INC.

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The MORSE DIAL

February, 1922

The Mariner's Prayer

By BERT BARNES

O LORD, now that I have found Thee, lift up mine feet from the rough road of life and help me to cross safely the gangplank of temptation into the ship of salvation. Let the hand of prudence guide the helm and the winds of love fill the sails and the Good Book be mine compass. And, Almighty God, whose patience with humanity is everlasting, keep all hidden rocks of adversity from mine course; let my bow cut clean the fresh waters of righteousness; steer me clear of Satan's torpedoes and may the bright rays of hope never die out of the lighthouses along the way that I may make the run of life without disaster. And Lord, if it be Thy pleasure, I would ask that the tides bear unto me in letters of gold the true meaning of Thine Ten Commandments that I may be a mariner worthy of Thy blessings. Let not mine eyes be darkened by the fogs of evil; keep ringing loud for mine guidance the bell-buoys of faith, and when I have at last sailed into the port of death, may the good Skipper of the Universe say: "Well done, thou good and faithful servant, come and sign the log and receive eternal happiness as your salvage reward".

Reprinted by request.

MORSE DRY DOCK DIAL

VOL. V. FEBRUARY, 1922. No. 2

Japan---A Maritime Power

Editor's Note:—There are many incidents of current import which have urged upon your editor the fact that a Special Japanese Number of the Dial might be of particular interest and value at the present time. All eyes are being turned toward the East during these days of conference at Washington, for there is the hub upon which the wheels of progress must turn. Now that the Four Power Pact is a thing of reality, we must consider Japan, we must learn to know her more thoroughly, we must make every effort to understand Japan so that present pleasant relations will continue and peace and prosperity will reign supreme throughout the world.

Discounting all recent developments which may be bringing the name of Japan to world attention, Morse men have an especial interest in the affairs of that country because, through vessels of its merchant marine, our contact has been particularly close during the past few years. With all the ship repair yards in the United States to choose from, Japanese ship owners, regarded as among the most discriminating and shrewd observers of world conditions, are sending their vessels in ever-increasing numbers to be repaired at our yard. Scarcely a week ever passes without some vessel from that far-off Land of the Setting Sun being raised upon one of our dry docks. And always our relations with these visitors have been of a most pleasant sort. May the pertinent facts which follow concerning Japan and her Maritime development serve to foster an ever-increasing feeling of friendship between those who hail from the Flowery Kingdom and ourselves, not only in this yard but everywhere that this magazine is read.

ONE bright July morning in 1853, a fleet appeared just outside the Bay of Yeddo in Japan. It was a very small fleet of four vessels bent upon a most peaceful mission. At the mast-head of each ship flew the Stars and Stripes. On the bridge of one of them stood Commander Perry. He had come to tell the people of Japan that it was time for them to forsake their policy of isolation and assume commercial relations with other nations in the world.

Remember, this was less than seventy years ago, only an average life-time. Now look at these figures of tonnage which bears the Japanese flag upon the high seas. They appeared in a recent issue of the "Literary Digest". When Perry first visited the shores of Nippon there was no merchant marine. Japan was absolutely isolated from all the rest of the world. In 1871 she had only 46 vessels with a tonnage of 17,948.

Today there are 2,838 Japanese steamers of 2,694,800 tons gross, 13,505 sailing vessels, European style, of 930,534 tons, making a total of 16,343 ships, of 3,625,238 gross tons, beside about a thousand vessels of Japanese style plying in home waters and in the China trade.

We recognize the mystery and romance of the Flowery Kingdom, which is forever removed from most of us by the far reaches of the Pacific, but could there be anything more marvelous than these facts which are brought to our shores? Here is a nation which has done in a very short span of years what it has taken others centuries to accomplish.

How this was accomplished might profitably be used as a lesson in this country where the instability of the executive mind in regard to merchant marine activities continues to be prevalent.

Japan realized that she must become like other nations in a hurry; that there was much lost time to be made up. She needed ships and could not afford to wait until her merchants might see fit to take an interest in maritime affairs. Subsidized companies were immediately formed. Schools were established for the training of marine officers and laws were passed giving to Japanese vessels as much a monopoly of trade as possible. To-day Japanese ships carry Japanese passengers and goods to practically every port in the world.

Of 13,000 ships entering Japanese ports in 1919, 10,643 were of Japanese register. According to the Japan Year Book there are now five great subsidized steamship companies carrying both freight and passengers. Non-subsidized ships are mostly tramp steamers engaged in coastal trade. One of the largest of the subsidized lines is the Nippon Yusen Kaisha, which own 37 ships of more than 1·000 tons, a total tonnage of 457,494 as well as 45 smaller steamers. The scope of this company is enormous. It carries both passengers and freight to London, Seattle, India, Australia, South America and New York via Panama.

There can be no doubt that this unprecedented success has greatly encouraged both Japanese statesmen and populace. Urged on by what has already been accomplished they see before them, almost within arm's reach, the possible supremacy of the seven seas. It is also quite possible that in jealousy may be found the cause for the eye of suspicion which some other nations have cast upon Japan in recent years. But upon an economic basis, which after all is the only one upon which all

The oval insert is of Kent Okasaki, our Japanese representative.

Here we have on our dry dock one of the "Maru" ships from far off Japan. Read the story about the meaning of this name, which appears on the opposite page. It is an interesting commentary upon the ancient civilization of these people and their traditions, which we find so hard to understand.

disagreements are finally settled, Japan and the United States should be firm and fast friends as long as time lasts.

America is Japan's best customer as well as her largest provider. It has been estimated that we furnish her with about 45 per cent of all outside supplies and take from her about 43 per cent of all her exported goods.

Then, too, it must always be remembered that our country is directly responsible for the seventy dazzling years of expansion which Japan has now completed. If it had not been for Perry's expedition no one can tell how long Japan would have remained in a state of isolation. True this Island Empire of the Pacific has made many great mistakes. But every action has been copied, to some extent, from western nations. Now that all other powers of the earth are bending every effort toward continued peace and understanding among all men, it is not beyond hope that the Japanese will continue to follow their example.

We need Japan and the mercantile fleet she has built. Japan needs us. The difference between our customs and traditions is all that keeps us apart. We must know more about the Japanese if we are to understand them. They are an interesting people well worth studying.

The Why and Wherefore of "Maru"

"THAT must be a great steamship line," said a Morse workman, the other day, as he stopped for a moment to gaze at the huge hull of a Japanese liner resting on drydock. "We get Jap boats in here every week," he continued, "and each one of them has that word 'Maru' hanging onto the tail end of the name. That Maru line certainly has a lot of boats. Wonder what the word means anyway?"

Many other people have wondered about the "Maru line" because it is not generally known, even in shipping circles, that there is no such thing. Practically every Japanese boat that sails the seas, outside of warships, has that mystic word "Maru" attached to the end of its name. Why? We hesitate to answer for even the Japanese themselves are not at all certain, or at least they have one hundred and one different reasons.

Like all other nations and races which have lived intact for so many hundreds of years they refuse to question traditions and customs which have been handed down to them from generation to generation. Attaching that word "Maru" onto ships' names has been in vogue for many, many years. Probably ancient Japanese had a reason for starting the custom. Why question them? That is their philosophy.

Not so the North American who must know the why and wherefore of everything, even that which concerns him not. So investigation has been made by many who would enlighten themselves and the world. And we learn from those who have been kind enough to dig into this matter, thereby saving us the trouble, that "Maru" means neither "steamship" nor "ocean" nor anything else pertaining to the sea but rather "circle" or "round" if translated literally. With this as a starting point the Japanese mind, meandering about in a way peculiar to us, decides that this word has an additional meaning, that of "precious." Just how it arrives at this decision is a matter totally beyond the conception of the writer, possessed as he is of only the usual South Brooklyn intellect.

Long, long ago, the heir of every Japanese family was allowed to use that name at the end of his own. It testified to his importance and value to the family. Later this same word became associated with the architecture of feudal castles. Your guess is as good as anyone else's as to how it made the jump from there to the sea.

Of course, this is just one explanation. There are many others. Some say that when Commodore Perry's fleet sailed into Yeddo Bay in 1853 everyone called his ships "Marus" because they looked so much like castles and that from then on all ships were given the same name. Others say that the old argosies of Japan were known as "Marus" because they frequently held the fortunes of princely houses. Still another version of this word's connection with the sea is found in the insular character of Japan when to the islanders the ocean encompassed them as an insuperable boundry. Thus the sea signified not only a complete circle but a perfection of isolation, and the word "Maru" became inseparably linked with the ocean.

We are not at all particular about which one of these explanations you care to believe. In fact, it is quite possible that you can make one up yourself which will do just as well. The main point is merely this: now you know that "Maru" doesn't stand for the name of a steamship line. That's a worth-while bit of information in itself. We must learn to understand the Japanese people to some extent if we are going to continue being friends. Struggling with that word "Maru" is good practice because it shows how different is the Japanese method of reasoning than ours.

American and Japanese Shipping

By YONEJIRO ITO

JAPAN'S mercantile marine of today has been built up during the past half century. Japan has always been a maritime nation and her people born sailors. This is due to her position as an island country, which, in her relation with the continent of Asia, closely resembles that of the British Isles in the latter's relation with the continent of Europe. The Japanese, like the Britons in communicating with foreign countries, or even in intercourse among themselves, have had to resort to the sea. The dawn of Japan's history is associated with maritime activities, and the national mythology is rich in stories of sea adventures.

The period covered by the latter half of the sixteenth century and the beginning of the seventeenth marks the Golden Age of the maritime activity of our forefathers. This was in great measure due to the stimulus received by the Japanese through the appearance of Portuguese and other foreign ships in Japanese waters. Japanese vessels not only were in evidence in South China and the South Sea Islands, but cruised the Pacific as far as Mexico and fought their way through the Indian Ocean and the Cape to Europe.

The ruler in every way encouraged maritime enterprise, and numerous large vessels were built. Thus, ships trading between Japan and the South Seas and India, under letters patent, counted no less than two hundred at one period, engaging in commerce with twenty different countries, which were eventually dotted with regular Japanese colonies.

Unfortunately, while the maritime prosperity of Japan was thus making progress by leaps and bounds, the suspicion arose that the Roman Catholic emissaries, who were then propagating their religion with marked success in Japan, had a secret and ulterior object in fomenting political troubles among the people, and this was the signal for an abrupt ending of the hitherto increasing maritime activities. The Shogunate took the drastic measure of "closing" the country, and forbidding all foreign intercourse. In 1634 all commercial relations with foreign countries were stopped, and in 1636 the construction of large ocean-going vessels was forbidden. The result was that the Japanese were absolutely deprived of the privilege of going abroad, and foreign vessels were barred from calling at Japanese ports, except only those of Chinese and Dutch nationality, which had to submit to the most restrictive conditions.

For a long period of more than two centuries thereafter, the ocean trade of Japan was thus held in a state of forced suspension, until the door of Japan was tapped at by Commodore Perry in the middle of the nineteenth century. Commercial intercourse was thus resumed in 1853, and the time-worn restrictions on navigation and shipbuilding were withdrawn. Then was formed the nucleus of the present merchant marine of Japan.

There is not the slightest reason why American and Japanese shipping should not co-exist in the Pacific. As stated before, they both actually co-existed up to a decade ago, and it is only natural that both nations should compatibly share the trade of the Pacific. Admiral Benson's persistent and arrogant claim that the trade of the Pacific should be exclusively in the hands of America, is decidedly against the natural trend of the world's progress.

The most drastic proviso of the new American Shipping Act fortunately remains inoperative, namely, that the goods imported in foreign bottoms are to be charged additional import duties, and that foreign steamers entering American ports are to pay discriminatory dues, and, most astounding of all, that the goods imported to, or exported from, American ports in American ships shall travel over American

S. S. Eastern Coast, built in Japan to meet U. S. Shipping Board's War-Time Program

railways at only a fraction of the freight charges applicable to goods carried in foreign bottoms. However, under this act, the Philippine Islands which have hitherto been excluded from the coastal laws will, on and after March 1, 1922, no longer be accessible to foreign vessels for the purpose of the island's trade with the United States and her possessions.

All these points are manifestly contradictory to the principles of fair and free competition, on the basis of which alone the world's shipping should be left to develop itself. If events in the freight market be left to take their natural course, the ship-owners and merchants will be enabled to carry on their business on the basis of fair competition, the ship-owners allocating their vessels wherever most profitable, by utilizing their experience, ability and resources to their full worth and the merchants being placed in a position to buy their goods in the cheapest mart and sell them in the most profitable to the ultimate benefit of producers as well as consumers, and therefore, of humanity at large. The increase of trade between nations under such conditions is the best guarantee of peace and friendship.

Let us hope that the spirit of co-operation and mutual sympathetic understanding may become the governing principle of the relationship between the American and Japanese shipping interests, thus ensuring mutual prosperity and progress along with the revival of trade.—Pacific Ports.

Buying a White Elephant

THE present administration of the City of New York is considering the question of building a huge dry dock.

At a meeting of the Board of Estimate and Apportionment held on January 13th, Commissioner Whalen of the Department of Plant and Structures, requested an appropriation of $325,000 for the construction of a dry dock and $200,000 for equipment and shops. The committee on Corporate Stock will probably consider the subject on March 6 and it is reported that the request will be granted because it is listed on the calendar as a revenue producing proposition.

This company as one of the oldest repairing concerns in the port is opposed to any such plan and calls upon its employees and friends to witness the reasons for our opposition, to the end that the ship repair business will not be made to suffer more hardships than now confront it.

We wonder if our "city fathers" have given matured thought to the matter. Anyone engaged in the shipping business knows well that New York harbor already has more dry docks than it can utilize. There are twice as many now in existence as there will be use for even when the shipping business returns to normal conditions.

Every old established concern in this port is operating its dry docks only half the time. On account of the close competition docking rates have been cut to 5 cents with the result that all of the dry docks in the port are operating at a loss.

If the city builds a dry dock this condition would be magnified. The yards in this port have spent large sums of money to give the Government and private ship owners the facilities they required to keep ships in operation during the war and now that the war is over they are burdened with large and expensive plants and more dry docks than are needed and all of the yards are sustaining heavy losses.

There is no reason why another dry dock should be built with the taxpayers' money to make this condition worse. The very concerns that pay the highest taxes in this city, the ship yards, would be contributing as taxpayers to build a dry dock which would injure their business.

There is no call for a city-owned dock in the port of New York, of a tonnage larger than the dry docks now here can accommodate. The foreign vessels invariably dock in their home ports if it is possible and the only time they use a local dock is in an emergency. Everyone in this business has known of large foreign liners limping home with one propeller rather than fit another propeller in this port.

Evidently Commissioner Whalen is not familiar with the dry docking situation in the port.

At the present time the Shipping Board has three or four docks advertised for sale. They are now lying idle in Jamaica Bay. One dry dock company which bought a Shipping Board dock is now in the hands of a receiver. Another private company has placed a dry dock on the market and still another concern is in the hands of a receiver and likely as not its dock will be on the market.

There obviously is very little dry docking business to be had and with so many yards all along the coast looking for work the competition is so keen the work is being taken at cost and in many cases far below the cost. This means that all of the yards, so far as we can learn, are doing their bookkeeping in red ink. And the future isn't any too promising insofar as the dry docking business is concerned.

Under these conditions we do not believe that the taxpayers will stand for an outlay as heavy as would be required to build a dry dock for New York which, we

(Continued on Page 8)

THE MORSE
DRY DOCK DIAL

A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company, and to the interests of the Company

BERT EDWARD BARNES, Editor
C. Stewart Wark, Asst. Editor
Willard B. Prince, Art Editor
E. Donnelly, Cartoonist

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This Publication is created and printed under the supervision of Bert E. Barnes, to whom all communications should be addressed.

Vol. 5 FEBRUARY, 1922 No. 2

A cheerful smile is not a virtue. No, it is more than that. It is the mother of all virtues; something which no one can afford to neglect.

Japan and Jingoes

THIS old world of ours wouldn't seem natural if there weren't a lot of people around most all the time just aching for trouble. Jingoism seems to be a human characteristic.

But, thanks to all that's good and proper, the majority of us are peaceful souls. We hate friction and disorder. We like happiness and quiet—lots of it! Maybe our Creator put trouble-makers on this earth just to keep us from going to sleep.

Still, there is such a thing as going too far! Even though we shout but little the peaceful majority of this country is a mighty force. If necessary, we can rise in righteous wrath and squelch, with barely a struggle the loud-mouthed idiot who continually shouts "yellow peril" from the house tops.

Even if there is a yellow peril, shouting about it isn't going to do any good. In some sections of the earth there is a legitimate excuse for howling about Japanese invasion. And, goodness knows, those so afflicted do make enough noise so that the rest of us can afford to keep quiet.

Let's give credit where credit is due. The Japanese are a wonderful race. They have accomplished more in seventy years than most nations have in centuries, As far as this yard is concerned, their expanding mercantile marine is responsible for a lot of steady work which we otherwise would not receive. And all our associations with Japanese mariners have been of the finest.

You know what a mean disposition results from nagging. Let the jingoes be quiet. Let's not nag Japan. Let's be proud of this sturdy child for whose entrance into the lists of commercial powers we must be held responsible.

* * *

Which Is Yours?

HERE is something too good to keep. It is from the pen of David Gibson, a writer of common sense. Would that there were more of them! We have just finished reading a little article of his on health. "Some day," he says, "we will tell the truth in the death certificates and the reports will be made out like this:

Died after thirty years of over-eating.
Smothered himself to death.
Worked and slept in unventilated rooms.
Poisoned by his wife who cooked too well.
Burned out. Slept only six hours a night.
Killed by high living.

Read 'em and weep, gentle reader. Or better still! Cut this list out and paste it up where you can see it every day. Father Time is a human old gent. He'll wink and pass you by if you give him half a chance.

Plain Horse Sense

ATTACK the simple problems first if you would prosper. This statement was not made by Shakespeare or any other great mind. It is merely a reflection caused by reading in the newspapers that 8 per cent of the Russians calling themselves Communists rule the other 92 per cent. This minority is working at great problems and, as a result, most of the Russians are starving to death.

Now if all were to get together and work at simple problems how much more prosperous they would be. Some of those Bolshevists are quite brilliant chaps. But they forget that there are many other people in the world who are not possessed of etherial ideas. Most folks just want to live and be happy.

It is marvelous how a few of the long-haired theorists are continually able to stick their fingers into the pie of our peace and happiness, messing up everything with their confounded high-brow ideas about how our world is to be run. It would be much the best for a good majority of us to stuff our ears when these agitators come around.

There are so many simple problems which need solving. The matter of correct living so that our years may be long and fruitful. The matter of earning enough by simple labor to provide food, education and a home for our families. The matter of making peace with our Creator so that declining years will not hold forth terror.

Solve those simple problems and let the others go hang.

* * *

PREPARE by study. Learn self-improvement in your spare time. Know all the magazines and books of technical worth in your line that will teach you self-advancement.

Personal preparedness is the need of the hour.

Pretend Being Boss

DID you ever pretend that you were your own boss? It's a pretty good game. If you're a failure and don't seem to be getting ahead as fast as you would like, try it. It will do you good. It helped a failure I once knew. It changed him to a success. He'd tell you so if you knew him.

It's like solitaire; if you cheat you spoil the game for yourself.

You're Boss now. Here comes a fellow who was yourself a minute ago. "A likely looking chap," you say to yourself, being Boss.

"Good morning," you say to him.

"Good morning, Boss," says he. "I've been thinking a heap lately and I believe I've hit on a bright idea."

"Fine!" you say, much pleased that he's started thinking at last. "Shoot."

"I think I ought to get a raise," says he, coming quickly to what's on his mind.

"You do?" you say, ready to be convinced. "Why?"

"For several reasons," says he. "I need more money. I have a wife. I have two youngsters. I have a house with a mortgage and a sick mother to support. It costs a lot." He's quite frank. He conceals nothing.

You feel sorry for him. You're getting more than he is and you, too, find it hard to get along as comfortably as you'd like. You've known him a long time. You've often wished he'd show more ambition. He's inclined to take it pretty easy. Perhaps he's changed. So you ask him hopefully if he's been studying to fit himself for a new job, better than the only one he's been able to take care of up to now.—Edward M. Very, in "Forbes Magazine."

* * *

Success would be a drug on the market if it were not for the effort required to achieve it.

Practical Patriotism

DISCUSSION concerning the "Leviathan" continues to be of paramount interest in shipping circles. Technicalities we know not and so, perhaps, we are not able to judge correctly as to whether or not the "Leviathan" should be reconditioned. But of one thing we are certain:

Reconditioning of this ship would give work to thousands of hands now idle. It would provide a veritable city with employment until better times arrive. Isn't it fitting that we should come to the aid of ship-repair workers in this, their time of need? They stood by us right loyally during the war.

This reasoning might be all wrong and it most certainly would be if the "Leviathan" were a ship not worth repairing. But instead, it is a good ship, a quite wonderful ship; one that would most surely be a credit to our merchant marine. Why wouldn't it be a good idea to stop squabbling and start reconditioning right now while our ship mechanics need work and need it badly?

* * *

Go Get 'Em

DID you ever hear the story of how Glenn Curtiss made the fastest boat afloat? It is a sermon obtained without the inconvenience of singing hymns.

Curtiss was watching a speed boat he had purchased, sail about a lake near Hammondsport, N. Y. "If you call that a speed boat," he said, "I can make one that will make that thing look sick."

Lots of people make threats and promises that sound good but never materialize. Not so Glenn Curtiss!

By noon the next day he had constructed a boat of rough planks in the back of which there had been installed one of his airplane engines. What a rough make-shift it was, but how the darn thing did go! It was the fastest boat that ever pushed its way through the water.

Is it any wonder that Glenn Curtiss accomplishes things? He is a "Go-getter." He decides to do something and then does it. He carries through. This, you will find, is the one attribute which characterizes all successful men.

You can be a "Go-getter" too! Just decide upon what you want to do and then carry on to accomplishment. Sounds easy. It isn't! But it's possible.

* * *

The Ship of Ships

You've read about the many barks, that sail the billowy main. How good old salty history harks back to the deeds of sunny Spain. But of all the frigates ever built to ride the bounding foam there's one that always stands the tilt and brings the bacon home.

You're always sure of a pleasant trip, she's manned by a gallant crew, the good old bark "Companionship"; she sails with a compass true. In weather foul or weather fair, you'll find her decks are sunny, peace and laughter paid in money.

Her ports of call are Smiles and Cheers, her skipper's name Old Friend, and those who pace her deck in tears, will dance at the journey's end. Her sails are white as driven snow, as she ploughs through life's great sea, and never a trouble stands a show. "Companionship" is the ship for me.—G. O. MacConachie.

Employees Association Directory

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Carnival Breaks All Records

BREAKING all records in regard to attendance and popularity, the Masque, Carnival and Cabaret, held Saturday night, January 21, was the most successful annual social event ever undertaken by the Employees' Association.

Crowds of masqueraders began to arrive at an early hour. By ten o'clock there must have been several hundred couples on the dance floor. By eleven there were so many dancers that it was almost impossible to move. What a polyglot lot they were, too! Costumes of every description imaginable, costumes that it is probable no one ever thought of before, weird and grotesque costumes, others that were beautiful and expensive; all mixed up together and weaving in and out—a perfect riot of action and dazzling color.

Between practically every dance during the first part of the program, vaudeville acts were staged. Starting with popular and character songs by Miss Florence Gladiola, the program offered a variety of high class talent.

At a little after eleven o'clock the costume parade was held. Led by two daughters of Captain Kirby, the masqueraders marched around the floor while judges on the stage made notes. Harry A. Hanbury, industrial manager, who was chairman of the prize awarding committee, said that it was most difficult to arrive at any decision, due to the many extremely unique costumes. The decision to award the first ladies' prize to May Kelly of the office dining room, however, seemed to meet with almost universal approval. Miss Kelly's costume consisted of hundreds of clothespins sewn onto a very neatly cut dress and then painted silver and gold. The second prize was awarded to "The girl in a flower basket."

The third prize went to Miss Mildred MacDonald, who wore a beautiful and intricate if not voluminous costume of green. The fourth prize was awarded to a contestant who for the sake of identification must be called "Mother." The costume she wore was representative of the mother type as most often depicted by the moving pictures and was as complete a disguise as could possibly be wished for. Due to the confusion which immediately followed the awarding of prizes it was impossible to get the names of some of the winning contestants. None of those who are not identified, however, were connected with the Morse plant.

Among the men, first prize went to John Lowis of the outside machinists, who masqueraded as a hod-carrier to perfection. Second prize was awarded to a tableau entitled "Sailor in a Storm." Another sailor, but of the comic opera type, was George A. Stimson, of the Thirteenth Regiment, who received third prize. Fourth award was given to little Robby McQuillan, son of Hugh McQuillan. Robby was costumed as a prize fighter and fully deserved a prize for the professional way in which he played his part.

After the awarding of prizes everyone unmasked and joined in the grand march, which was led by Mr. and Mrs. E. P. Morse. This was followed by continuous dancing until the orchestra played "Home Sweet Home." The dance music, furnished by the Paramount Jazz Orchestra, was exceptionally good.

Charles G. Pearson, as chairman of the General Committee, should receive a rising vote of thanks from every man in the yard. He and his co-workers, Thomas Rathbone, Charles Jennings and Charles Ambriano, were on the job from the time they were appointed until the last waltz was sung.

Buying a White Elephant

(Continued from Page 5)

believe, would be a white elephant on their hands.

It is our opinion that the city cannot successfully build and operate a dry dock without a tremendous loss of money. We have seen one sad experience in operation of the Staten Island ferry. When that ferry was privately managed, it made money for its owners; a few years ago after the city took it over it sustained a loss of $500 a day and now the daily loss must be twice or three times as much.

Some time ago Chicago established a municipal repair plant. It cost the city $2,700,000. Recently, the plant was closed, a failure. Chicago is rich. An investigating committee of Aldermen found that with all its wealth Chicago cannot afford to pay 300 per cent more for repairs made under applied socialistic business theories than the same repairs would cost under private business management. The investigation disclosed that this 300 per cent cost excess was what the city was loading on itself every year it ran its own repair shop.

A water valve that would cost $12.00 in the outside market cost $85.00 in the city owned and operated plant. A police automobile bell which dealers unhampered by socialistic theories sold for from $8.00 to $10.00 cost $80.00 in the city shop. Before its plunge into municipal trading Chicago got her tires at 25 per cent discount from list prices.

Under the operation of socialistic economics, tires cost the list price plus 25 per cent. In the course of one year it cost the city $5,113,95 to repair six small automobiles in its own shops. For this sum twelve brand new cars of the same make could have been bought in the open market. In other words, for what it cost to repair one car the city could have bought two new cars right out of the manufacturer's plant. The Aldermen went through the whole record of organized and systematic extravagance and decided to scrap the city repair shop.

Let the Chicago failure be a lesson to the City of New York.

CARNIVAL IMPRESSIONS

By Edwin E. Donnelly, "Dial" Cartoonist

MAY KELLY
OF THE DINNING ROOM WON FIRST PRIZE WITH HER CLOTHES-PIN COSTUME.
O-BOY I'LL SAY THAT DESERVES A PRIZE-!
1ST PRIZE
ANY BODY HERE SEEN KELLY??
"HEY FOLKS IS DEMPSEY IN THE HALL!!
A.A.
4 YRS. OLD
HUGH MCQUILLANS BOY TOOK THIRD PRIZE.
AT'S WOT I SAID; WHERE IS SHE, HUH-!!
HAS ANYBODY SEEN MY WIFE
WORN JUST BELOW THE KNEES
E. Donnelly
EDDIE HANNIVAN SHOWED THE LATEST STYLE FROM BAY RIDGE IN FLANNEL NIGHT-SHIRTS.-
HOW MANY?
SOMEHOW OR OTHER I DONT FEEL NATURAL HERE,- WONDER WHEN I CAN QUIT THIS JOB-???
WELL HOW ARE YER FIXED-?
R.E. BOYLE IN BACK OF THE TICKET WINDOW
TWO ATTRACTIVE COSTUMES SEEN AT THE BALL- DISPLAYED BY THE KIRBY GIRLS.
CHARLIE PEARSON, GENERAL CHAIRMAN OF THE COMMITTIE, MAKING THE ROUNDS.
ALL BY MYSELF IN A—
"HOW'DY- GENTS, HOWDY-"
JOE MCGUIRK DOLLED UP LIKE BILL HART
THE GIRL IN THE FLOWER BASKET. ONE OF THE PRIZE WINNERS.
MR. MEAD MITTING THE FOLKS AS THEY CAME UP THE STAIRS TO THE HALL. HE LOOKED LIKE PRINCE ALBERT HIMSELF.

Shipping Notes Gathered Here and There

A Shipping Review of Value

An article of particular interest to those engaged in the ship repairing industry appears in the Liverpool Journal of Commerce Annual Review of Shipping. It is written by Launcelot E. Smith, C.B.E., chairman and general manager of Smith's Dock Company, Ltd., England. Ship-repairing in these days of specialization has developed into an important industry employing, in normal times, a vast number of men. Organization plays an important part in the development of this industry and this phase of the subject is developed in interesting detail by Mr. Smith. Numerous other articles of value are contained in this volume. The Shipping Outlook is reviewed in detail by Mr. H. M. Cleminson, general manager of the Chamber of Shipping, Liverpool. T. B. Abell deals with the trend of ship design. Mr. Hamilton Gibson contributes two interesting articles on Marine Engineering. Current motor design is reviewed by Mr. D. M. Shannon. Shipbuilding in England, this country and Japan is reviewed by qualified writers and a valuable addition is the inclusion of the War Records of British Merchant Ships.

Gov. Miller is Port Booster

According to the opinion of many, Governor Miller has firmly and finally aligned himself on the side of those in favor of the present Port Development plans. The basis for this belief is his port message, recently published. It has been a predominant topic of discussion in maritime circles during the last few weeks and reads as follows:

"The Port Authority has intensively reviewed work of the former bi-State commission, has conducted further research work, has conferred with practically every agency, public or private, whose activities bear any relation to the subject, with every trade and civic organization and with every municipal authority willing to confer, within the port district, and has carefully considered every plan proposed, every suggestion made and every criticism offered.

"The plan now submitted is the result.

"It is not perfect.

"No plan of such magnitude ever will be submitted perfect in all its details.

"Any plan will be found upon execution to require modification from time to time. The statute of the two states and the compact between them pursuant thereto expressly provide for it. The act approving the plan should, like the plan itself, be flexible.

"Immediate question for consideration is whether the plan as a whole is based on sound fundamental principles.

"I am persuaded it is fundamentally sound."

Ford to Be Sea Magnate

It is rumored in shipping circles that Henry Ford will soon own and operate a steamship service between Norfolk, Virginia, and South American ports. This, it is said, has been one of Mr. Ford's pet projects for considerable time. Sites or water terminals are now being investigated and negotiations for a site on the Portsmouth side of the Elizabeth river have been opened by his representatives, according to popular rumor. Mr. Ford has always been of the opinion that transportation between American ports and South America could be made considerably cheaper, and it may be that he soon will have the opportunity of proving this theory.

Two New Jap Boats

Work is being rushed and completion is expected at an early date of two new liners now being constructed for the Nippon Yusen Kaisha, prominent Japanese steamship line. Both these ships are of 10,000 tons. They are 515 feet long, have a breadth of 62 feet and a depth of 37 feet. They will accommodate 120 first and 56 second class passengers as well as a limited number in the steerage. Another vessel of this line similar in tonnage and general design is the "Hakone Maru," which sailed on her maiden voyage last month and will not return to the far East until next February. All of these three ships take the highest class in Lloyd's Register and are installed with the latest devices and improvements for the safety and comfort of passengers.

Largest U. S. Motor Ship

The recently launched "Californian" has the distinction of being the largest internal combustion ship built and engined wholly in the United States. The "William Penn" is the largest motor ship flying the American flag, but though her hull was constructed here the engines were supplied by a Danish firm. The following are some of the leading particulars in regard to the "Californian": length overall, 461 feet; length b. p., 445 feet; breadth moulded, 59 feet 8 inches, depth moulded to shelter deck, 39 feet; draught, 28 feet 6 inches; displacement, 16,500 tons; deadweight, 11,000 tons; contract speed, 11.5 knots; normal fuel capacity, 1,400 tons; reserve fuel capacity in deep tank, 760 tons; normal radius, 25,000 miles. The "Californian" is a sister ship of the "Missourian," which will soon be off the ways.

SCISSOR THIEFTS

Enthusiasm

Enthusiasm is the emblem of energy, not an epitaph of ended effort. Enthusiasm is business itch.

Enthusiasm tells whether you are in a class, or outclassed. Enthusiasm is energy "on the job."

Enthusiasm predicts your position tomorrow. The man who lacks enthusiasm has paralysis of the think-tank, has mud in his mental make-up. His place is in history. If you lack enthusiasm, get out of the way, and let some fellow run who can show speed.

Enthusiasm is what gets you home from third—the power that compels you to stick in the home stretch.

Enthusiasm is the outside evidence of inside belief. Enthusiasm is the full interpretation of individual energy. It proves that the backbone of business is right where it ought to be—in the individual.

Enthusiasm creates a current in every contact. It makes a crusader of a man. The heart, mind, soul and body are all working overtime in the man with enthusiasm. Enthusiasm is the evidence that a man produces when he tries to justify his position as a "live one." It is faith in yourself, in your firm, and in most men. It is the polar star that attracts the marine's needle on the old ocean of mercantile life. Without it, purpose is but a pale, anaemic try. The enthusiast can never exhaust his possibilities, because his enthusiasm constantly generates new power. It is the maximum of manhood.

Enthusiasm is the rich, red blood of powerful purpose that courses through the commercial organization that wins. It is absolute fidelity to little things, a firm grip on the cross of some high ideal. It is the salesman's silent partner. The slogan of the best salesman is enthusiasm.

Enthusiasm is the zeal that puts zero in competition. Cash can buy, but it takes enthusiasm to sell. One result-getter, one optimist, one enthusiastic live-wire, can do more to ginger up an organization than ten thousand dollars in additional salaries. Why do managers use pace-makers? Salaries bribe men to do. Enthusiasm is the witchery of really wanting to do.

Enthusiasm is earnestness of purpose, eagerness to be up front. The despondent dub, the hopeless human, the forlorn fellow is sometimes tolerated on the pay roll, out of sympathy for those who are dependent upon him. It would be eminently cheaper, decidedly better, to pension this pessimistic parasite. Today it's go ahead, or go behind; keep up, or get off the trail. Today it's the survival of successful men. Today we hold the funeral for the flabby, the infirm in intellect, the groggy grouch.

Enthusiasm is the biggest word in business today. Every big battle is first lost, and then won by an enthusiast.—F. D. Van Amburgh.

Caste

A serf in India remains a serf. So does his son, his grandson, and his great grandson. Social distinction is so clearly defined, the line of caste so sharply drawn, that a man has no chance to rise from the class into which he was born.

In America there is no caste. A clerk becomes a financier; a pressman a publisher; a machinist, a manufacturer. The social structure constantly shifts and veers. The best rise to the top, the mediocre is lost in the crowd.

America knows no race nor creed—it is the country of and for all. It presents the hand of good fellowship to all who are willing to come into our midst as Americans and become an integral part of our nation.

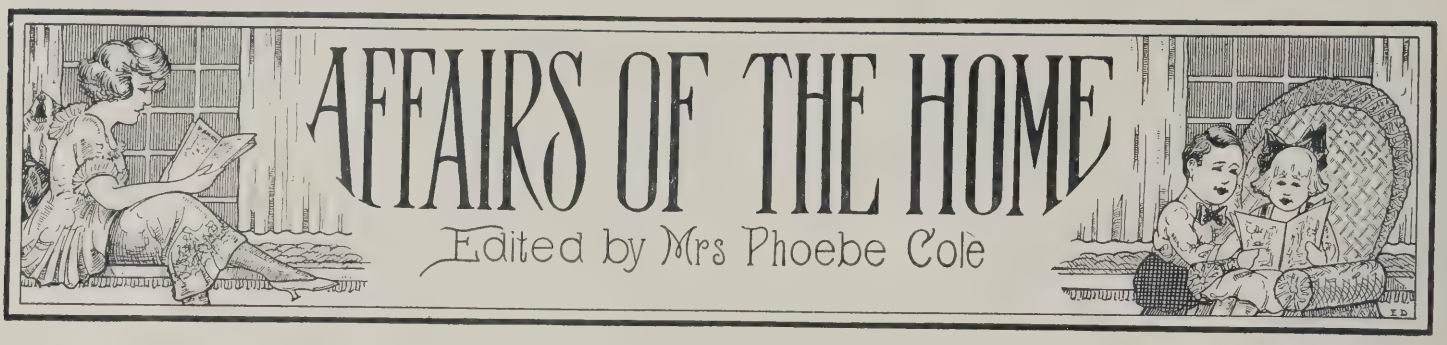
The poor boy has the same chance to attain position as does the rich man's son although the struggle may be harder. This has been proved, as many of our greatest business men came from the rank and file. Some gained position by chance, but most of them outgrew their position by unadulterated hard work.

A young man's future in America depends wholly upon himself. The ambition and consideration that he shows for his work is what promotion is based on, what he accomplishes, and not what his father has done before him. Don't sit down and whine, get busy—nobody can hold you down if you can produce the goods and keep the job moving.—The Helix.

Ruins of Regamuende Submerged

A city at the bottom of the sea was seen toward the end of October 1888, near Treptow, Germany, when a powerful south wind storm blew the waters of the Baltic away from the shore, uncovering a portion of ground usually hidden from sight by the waves. It was the ruins of the city of Regamuende, once a flourishing commercial center, which was swallowed by the sea probably five centuries ago. The unusual spectacle was enjoyed but a few hours when the storm slackened and the waves returned to cover up the place which had once been the residence and field of labor of busy men.—The Compass.

In the family, as in the State, the best source of wealth is Economy.—Cicero.



Whose Fault

BINKS had been late to work again.

"I'll have to read him the riot act, I guess," said his foreman ruefully talking over the men with the Boss. "I hate to have to call Binks down, too, for he's a mighty good chap when he's on the job, one of the most promising boys in the whole shop."

"Got married a while ago, didn't he?" asked the Boss.

"Yes, about six months ago."

"Guess it's his wife who needs the calling down," said the Boss, who had been watching men and events for a good many years.

"It's been my observation that when men are late to work frequently and children late to school, it's the fault of the Missus. No woman ought to marry and undertake the job of keeping house for a man unless she is willing to take her beauty sleep nights instead of mornings. Getting up in time to have breakfast ready on the dot is just as much the woman's job as working in his office or shop is the man's job.

"Even if she has to go to bed at 9 o'clock, in order to get enough sleep to satisfy her, every wife ought to get up in the morning early enough to dress herself properly and get her hair combed, and then get a good breakfast on the table early enough so that her husband can enjoy it and not ruin his stomach by bolting a roll and gulping a cup of coffee and grabbing his hat.

"I bet I know just what's happening at young Binks' house," went on the Boss. "They're crazy about their new home and they like to entertain a lot, and they probably have company in every evening or two to play cards and eat a bite off Mrs. Bink's new dishes. All brides are the same. They love to show off their wedding presents. Huh! Guess I know. My own wife was that way, twenty-five years ago, and my married daughters are just the same.

"Well, they stay up late most every night. And when morning comes young Mrs. Binks doesn't want to get up. And poor Binks may even have to get his own coffee if he wants any breakfast at all. And even if she does get up, she doesn't allowed time to cook a good meal for an ambitious young man who really wants to make good on his job and needs every ounce of his strength and nerve force to do that job.

"If women only realized how much nerve force is wasted by the man who doesn't get a good meal and have time to enjoy it, if they realized what a bad start it gives a man for the whole day to have to hurry and then be late, they would surely do their part towards starting the day right by starting it half an hour earlier.

"Haste makes waste, and morning rushes waste more nerve power and calm than most folks realize. It's just as true about children as it is about men. It's the woman's job to keep the family cool in the morning, and get her husband and her children off with a good meal inside of them, and a good will in their hearts, not biting nails because they're late again.

"Take my advice," ended the Boss. "Get after Mrs. Binks if you want to see Binks getting to work on time."

Just This and That

Use a small bowl for your dog's drinking water vessel. Then it will be empty oftener, and you will get into the habit of supplying fresh water frequently, instead of waiting until a large dish of stale water is emptied. If you keep the dog's water bowl under or near the sink, you cannot fail to see it and be reminded to give fresh water five or six times a day.

Get one or two extra pairs of shoe laces with each pair of shoes when you buy them. Then you will not have a brain storm some morning when a lace breaks and you have not another lace in the house.

White sales will help you solve some of your next year's Christmas problems if you begin to plan now. For a bride-to-be or any married woman nothing makes a more welcome gift than a pair of handsome towels or pillow cases or sheets, with embroidered initials or monograms. Buy now and take your time about the embroidery.

Don't comb and brush children's hair with any but their own combs and brushes. Scalp trouble is spread in this way, also by mixing pillows of two children sleeping in the same room or bed.

New Insurance Plan

Due to commendable activity on the part of both Employees' Association and Mr. McQuaid, Morse insurance representative, new insurance plans are at the disposal of men in the yard who wish to avail themselves of an opportunity to obtain low rates at a very nominal premium.

Every man on the Morse payroll should have received by this time a letter explaining this new plan. To those who carry insurance of the old style, a letter explaining the benefits of the newer plan has been addressed. To those who have not as yet taken part in Morse insurance, another letter has been sent which shows the tangible benefits of such procedure. Supplementing this campaign, every new man hired will be instructed as to the insurance in which he may participate immediately upon entrance into the yard. For this purpose a card is being printed which will be distributed to each new man with instructions to hand it in at the gate if he is interested.

Through these various means of publicity, aided by whatever information we may be able to incorporate into the pages of the "Dial", it is expected that every man employed here will have complete data at hand concerning the matter.

Particulars about this new insurance plan as supplied by Mr. McQuaid are as follows:

The Manufacturers' Liability Insurance Company has advised that it will not renew our present insurance policy unless we are prepared to pay a larger premium —almost 25 per cent more—than during the last twelve months.

Realizing that in these times it would be almost impossible for the men to pay more for their insurance, the Association has allowed the "Manufacturers" policy to lapse and has arranged with the Connecticut General Life Insurance Company of Hartford, Conn., to cover the Yard, without increasing the present cost, with a policy which reads as follows:

Sickness Provision—Providing for payment of $7 per week during sickness, commencing on the eighth day of disability for a period not to exceed 26 weeks.

Accident Provision—Providing for payment of $7 per week for disability caused by any accident (except while at work), commencing on the eighth day of disability for a period not to exceed 26 weeks.

Death or Permanent Disability —In event of your death your beneficiary will receive $500. There is also a provision that when you become permanently laid up you may collect the full amount of the Life Insurance yourself, or you may elect to take part of it, leaving the balance payable to your beneficiary. (Cost—20c per week basis, as at present).

Note—Those who do not feel that the benefits outlined above are sufficient for their needs may take advantage of the Double Benefit and increase the Weekly Benefit from $7 to $14 and the Life Insurance from $500 to $1,000. The cost of this would be twice that of the Single Benefit.

You will remember the old policy covered occupational accidents, that is, where a man is injured while at work, whereas the new policy does not, but instead increases the Death Benefit from $200 to $1,000 under the Double Benefit and from $100 to $500 under the Single Benefit.

It is suggested that you drop in to see the Insurance Clerk in the Employment Office any day between 12 and 1 o'clock to secure your new policy and talk over the benefits to be derived. It is felt by the Board that the men will appreciate the new arrangement with the larger death benefit, embodying the conversion privilege, and with everybody boosting the insurance should be mighty successful.

A. W. Murray Loses Son

We regret sincerely to note the death of Reginald Murray, son of A. W. Murray, superintendent of the Morse yard, who passed away on the morning of January 2, succumbing to poisonous fumes from the exhaust of his car.

Loved and respected as he is by every Morse workman, it is needles to say that the heartfelt sympathies of us all go out to Mr. Murray in this his time of bereavement. No ordinary words can deaden the pain of such an untimely break in the relations of a happy family, but it is fitting that all should know of our sympathetic and genuine concern.

In recognition of the floral tribute which was sent to the funeral by the Employees' Association, Edward Hannavin, secretary, is in receipt of the following communication:

57 86th St., Brooklyn, N. Y.
January 10, 1922.

The Secretary,
Employees' Association,
Morse Dry Dock & Repair Co.,
Dear Sir:

Kindly convey to my fellow members our deep appreciation of your sympathy expressed in the beautiful flowers you sent on the occasion of our recent bereavement.

Yours very sincerely,
(signed) A. W. Murray.

We regret to note the death on December 10 of Alex Nelson, who for ten years was connected with the Morse yard in the joiner shop. A consistently conscientious worker, well liked and respected by all men of the yard, Mr. Nelson's absence from our midst will be noted with regret. In expression of our respect for his memory, flowers were sent to the funeral by the Employees' Association. We have at hand a letter of appreciation of them from his wife, Mrs. Sarah A. Nelson and his sons.

Masks for Fire-Fighters

CHIEF MYERS, Morse fire department, announces that tubular combination atmosphere and oxygen gas masks are now available in case it becomes necessary for any of our volunteer force to descend into holds of ships where poisonous gas may be imprisoned.

These masks are equipped with enough hose to reach open air in practically every case. But when this is not practical, or if the atmospheric supply be cut off, a twist of the hand connects the usual oxygen container with the mask. A wagon is to be fitted out to carry these masks. It will be manned and operated in the same manner as any other fire-extinguishing apparatus.

New Association Vice-President

Howard Canning, burning and welding department, is now vice-president of the Employees' Association, succeeding Frank Mack, who is no longer in the employ of the company.

Perhaps no happier choice for the refilling of this important position could possibly have been made, and the Association is to be complimented upon having a new vice-president, who is not only capable but personally popular throughout the yard.

Canning has been continuously associated with the Morse yard since 1917. Almost from the very start he became closely identified with the yard activities, and has been a prime mover ever since. With McGuirk and Canning as leaders, the Association can look forward to a prosperous year of ever increasing and beneficial activity.

"Limburgia here soon," we read. Don't hold your nose, gentle reader, this is not a cheese, but rather the name of a ship. So do the humorous Dutchmen ever exert their gastronomic tendencies.

Masquerade Memories

"Al" Simendinger, the most noted of old-time yard politicians, was among those present at Prospect Hall. "Al" is now connected with the Clyde Steamship Company and looks as if the job agreed with him.

Another old-timer who we happened to meet was William R. Monahan, former Dial cartoonist. He is now in the employ of the Brooklyn Edison Company and edits a paper for that concern.

The committee should have strung life ropes along the balcony rail when the Elite Review appeared. We saw several of the box holders nearly lose their balance from leaning out too far, but caution forbids us the mentioning of names.

Joe McGuirk was a most gentlemanly bandit. He carried a newspaper in the holster where a Colt should have been.

Charlie Ambriano made all necessary announcements. With a voice like his, a fellow ought to be able to make both fame and fortune at Coney Island or some similar resort.

Of course, no one paid any attention to what he said, but that is a minor matter.

Hugh McQuillan's youngster caused more comment about the hall than even "The young lady in green." This is quite a feather in the hat of McQuillan Junior when you realize that the aforementioned young lady was some sensation.

For the benefit of those interested, the name of this lady in green is Mildred McDonald. Sorry boys, but we can give no more information.

Some of the stags seemed to prefer "The girl in a Flower Basket." We refuse to enter into the argument. It all depends upon the point of view.

But we will go on record to the extent of asserting that for pure originality May Kelly's costume was above all competition.

Perhaps some of you don't know the name of the dog Eileen Kirby carried with her. It is "Eucalyptus."

"Cap" Kirby likes that name so well that he has threatened to give it to one of the family. To ward off any such disaster, the Kirby girls decided to give the name to the dog, thereby prohibiting further use of it.

Jack Gannon, who led the costume parade, looked like a cross between the Prince of Wales and an Arrow Collar advertisement.

There was considerable discussion among the soft collar brigade as to who looked most like a million dollars, he or Charlie Pearson.

But Miss Jensen and Mrs. Waterman insist that neither of the aforementioned gentlemen compare with Mortimer W. Mead when it comes to looking like a blue-blooded aristocrat.

McQuade, our insurance clerk, was on hand but so busy trying to catch the eye of a young lady dressed like a jockey that he didn't have even a minute to talk about the new life insurance plan.

Miss Dolan, of our office force, says that those spats he always wears are masquerade enough for any man.

Our choice for recipient of the booby prize goes to that clown on the trick skates. He managed to get in more people's way than six other people combined.

Two Patriots

FEBRUARY is a month of the year unique for other reasons beside that of inclement weather. During its span of days we have brought to our attention the lives and good works of two great Americans. Washington, the father of our country, was born on February 22; Lincoln, its saviour, was born on February 12. No finer stimulation toward true Americanism can be found than a review of the lives of these two men. It is fitting that we should be proud of this great country of ours. But we must not forget the major part these men played in making this pride justifiable. So as their birthdays come around let us do more than celebrate in holiday style. Let us give over some time to serious thought upon the lives of these two patriots.

Mary Travers states that the report about her mistletoe decorations given out in a recent Dial is absolutely erroneous. "I never stood under it once," says M. T., perking her nose disdainfully.

Maybe some of the boys who liked to read the stuff Don Record wrote for the Dial not so long ago will be interested to know that he is a regular long-haired author now. From the back woods of Maine comes the news that he is writing for the magazines 'n' everything.

Tom Rathbone, Morse's tallest draftsman, should have been a press agent. He is a regular hound for publicity and much of the Carnival's success is due to his unremitting efforts to let the world know what Morse men were doing.

Speaking of the Carnival, let's not forget Tom Plunkett. Officially, he was on but one committee, but if activity counts for anything he must have been on them all. Whenever you see his red locks appear on the horizon you just know there will be action.

Eddie Hannavin is going to buy himself a pair of skid chains. During the recent icy spell, Eddie took three spills while walking from dry dock to Employment office. This is rather hard on both trousers and anatomy.

The Office Cat Says—

"Who's that?" asked an interested bystander of an old timer while the Carnival was in progress at Prospect Hall. "Walter Crawford," was the answer. "The little guy?" "Yeh, that's Walter Crawford. No, it ain't either, that's Billy McEwen. Aw, I don't know which is which. One's Crawford, the other is McEwen. But it doesn't make any difference. They don't look alike but they are. Two peas in a pod couldn't be closer together."

All of which inspires us to "poem" in the following manner:

There once was a man named
    Crawford
Who close to a million was
    offered
For a gent who some call Billy
But he replied with a sneer,
Just as mean as near-beer,
"Part with him?
D'ya think I've gone silly?"

We offer as a prize one set of non-leakable soup strainers to the person who sends in for next month's issue a similar verse about some other Morse "twins of industry." We suggest Mortimer W. Mead and R. E. Boyle.

Jim Stevens and Charlie Small are real plutocrats. They take vacations whenever the spirit moves them. One indulged in recently resulted in a docking, but Charlie and Jim merely grinned as if delighted. They must have rich uncles.

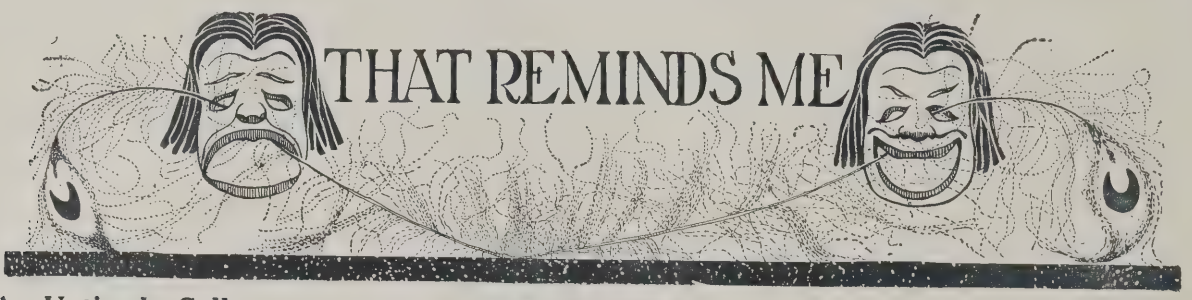
Plunkett's only rival when talking about real "pep" is Anne Badger. She and Margaret Casey are the original gold dust twins of industry. Some say that the men never could hold a successful stag party because then Anne and Margie couldn't help.

Who remembers Abe Yager, who once was sporting reporter on the Dial? Or who doesn't? Abe is now a busy business man down in the Borough Hall district. He is connected with the Claremont Sporting Club.

And another old-timer of considerable repute is "Clancy" Dirosse. He visited the yard recently and we were sorry to note that no longer does he play sweet strains upon the violin. Instead he is a prohibition officer. Ain't nature grand?

There has been a report circulating around the yard that Frank Whitman no longer is in the employ of the Morse Company. We come forward to state that his absence, instead of resignation, is due to sickness which, at this writing, confines him to bed. We hope that by the time this copy reaches your hands he will be up and about again, hale and hearty as ever.

What could be sweeter! Word comes to us from most reliable sources that Billy Burke, formerly of the Carpenter Shop, is now a saloon keeper. Why a fellow should buy a saloon in these arid days is a matter of mystery. But then we still have root beer.



An Untimely Call

A pawnbroker in a small town was awakened in the middle of the night by a furious knocking at his shop door. He opened his window and looked out.

"Wh-w-what's the matter?" he asked breathlessly.

"Come down," demanded the stranger.

"Who are——"

"Come down!" interrupted the other.

The pawnbroker hastened downstairs and peeped round the door. "Now, sir," he demanded.

"I wan'sh to know the time!" said the bibulous one.

"You blinking idiot. Do you mean to say you woke me up for that? How dare you?"

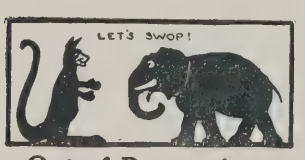
The midnight visitor looked injured.

"Well, you've got my watch," he explained—Pittsburgh Chronicle-Telegram.

* * *

When I asked her why she refused me,
Her reasons were most frank;
I had been weighed in the balance,
And I had none in the bank.
—Dodge News.

* * *



Out of Proportion

It was Arthur's first visit to the zoo.

"What did you think of the animals?" inquired Uncle Frank after the return home.

"Seems to me," said the boy, thoughtfully, "that the kangaroo and the elephant ought to trade tails."—The Truth Seeker.

All About Engines

The sweet young thing being shown through the Baldwin Locomotive works. "What is that thing?" she asked, pointing with her dainty parasol.

"That," answered the guide, "is an engine boiler."

She was an up-to-date young lady and at once became interested. "And why do they boil engines?" she inquired again.

"To make the engine tender," politely answered the resourceful guide.—The Truth Seeker.

* * *

"God Save the King"

A butcher one day put up a sign reading: "Purveyor to His Majesty." Wishing to improve upon this, he added, "God Save the King."—Tyrihaus (Christiania).

* * *

Cy MacLaurin (out of breath)—What's the score?

Pete Grant—Nothing to nothing.

Cy MacLaurin — Good game, eh?

Pete Grant—I don't know. It hasn't started yet.

* * *

Miss Casey—What kind of an auto have you?

Mr. Thompson—A Ford—what kind have you?

Miss Casey—A Pierce-Arrow.

Mr. Thompson—That's a good car, too.

Agreed

"They seem to be having a row over at Bilkins' house. Difference of opinion, I suppose."

"No. Usual trouble there — identical opinion?"

"How's that?"

"Mrs. Bilkins thinks she is not going to be able to get hold of a dollar of his wages this week, and he is of the same opinion."—Exchange.

* * *

No Inducement

The recruiting officer was having a slow day. Prospect after prospect had been interviewed, but all seemed to have some fundamental objection to joining up. Finally there appeared a long, lean youth who studied the posters with more than the usual degree of interest. The recruiting officer perked up.

"Like to join the service, buddy?" he inquired. "Like to see the world?"

"Sure would."

"Like to get three square meals a day,"

"Sure would."

"Like to get your clothes and your rent and everything free?"

"Sure would."

"And have a chance to save your wages?"

"Sure would. Say, how much do you pay?"

"Thirty dollars a month."

The lean one shuffled away. "Aw gwan," he grumbled. "I knowed there was a trick in it somewhere. I kin borrow that much."—The Home Sector.

Jim McGann—The Careless Man

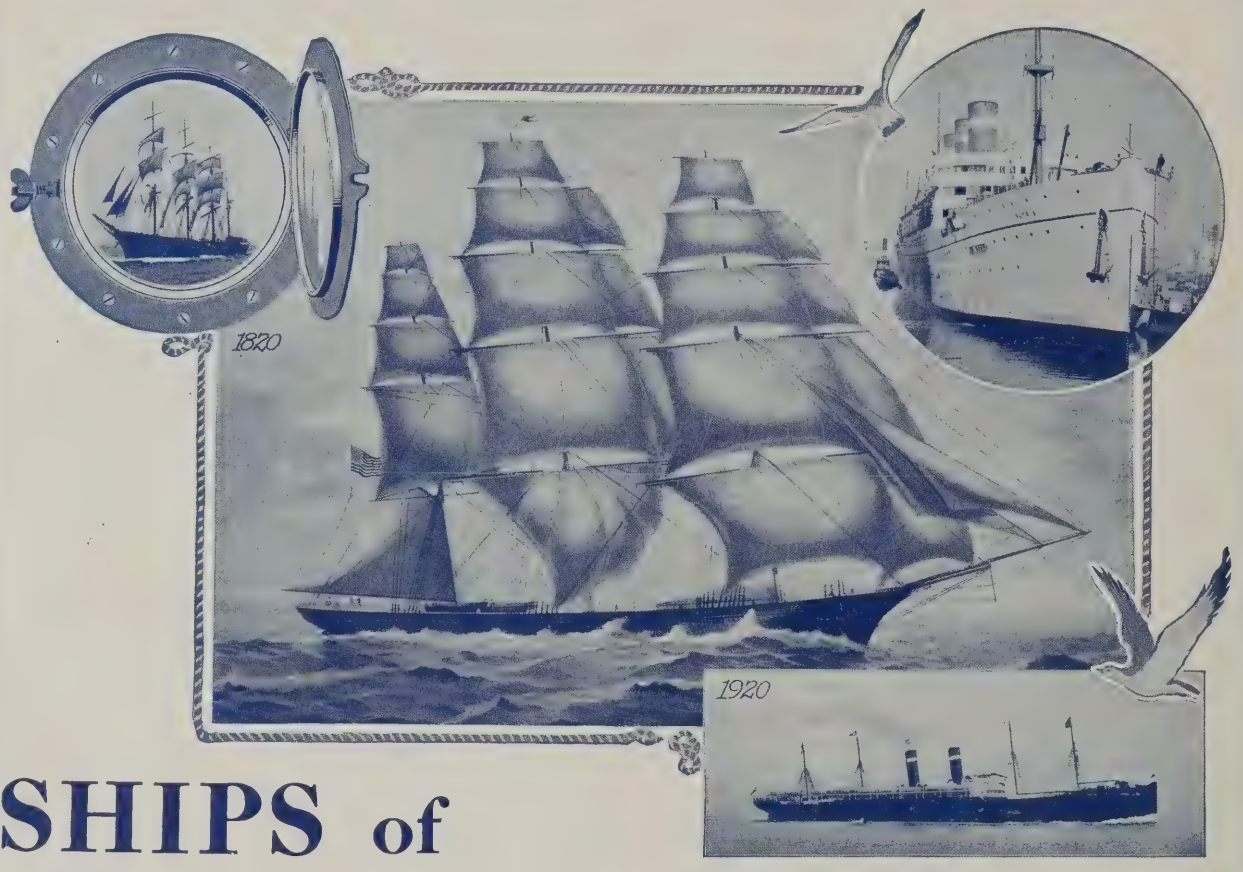
Jim McGann was a careless man,
Yea verily, even so.
He was the leader of a careless clan,
Yea verily, even so.
He kicked loose rivets from the boat,
And over cracked skulls loved to gloat;
He got the "super's" nanny goat,
Yea verily, even so.

They tied a can to Jim McGann,
Yea verily, even so.
And the Reaper claimed this careless man,
Yea verily, even so.
He was set to work by long-tailed Nick
At digging coal with a brand new pick,
And at the job he thought he'd stick,
Yea verily, even so.

Now the soul of the man called Jim McGann,
Yea verily, even so.
Is an outcast in the spirit clan,
Yea verily, even so.
From his hand a stick of dynamite fell;
The net result—he blew up hell
And lost the job he loved so well,
Yea verily, even so.

—A. M. Sullivan in Speed Up.

Do You Practice Safety First Always?



SHIPS of Former Days were the Pioneers of the Modern Steamship

Likewise this company has been a pioneer in ship repairing and the early principles of service and efficiency to ship owners hold true today.

Morse Service offers at this time, three new and important features, which are of special interest to ship owners.

1. ***The only Balancing Equipment for turbines available to you in the Port of New York (excepting that at the Navy Yard). Also full equipment for turbine repairs.***

2. ***Complete facilities for the installation of electrical propelling machinery for ships.***

3. ***A Plating Department, modern in every respect, where nickel, silver, brass, copper, bronze and black nickel plating can be handled to advantage. Tinning and oxadizing are also included in this service.***

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The MORSE DIAL

March 1922

"Getting the Second Wind"

By Bert Barnes

AN ATHLETE steps to the mark ready to run the course.

The pistol snaps and he begins his plodding. At first he has to hold his energy in check lest he spend himself too quickly.

Then by degrees a tired feeling overtakes him. There is tightness around his chest because his lungs are expanding.

Gradually he notices that his heart has grown bigger, dilated to its full capacity in order to send blood to needy muscles.

The feet become heavy because the circulation is retarded.

Slowly but surely he finds doubt tugging at his mind. Can he keep on in the fear that something serious might happen?

Completely exhausted, he longs for the grind to cease. If the end of the race was only near, what a relief it would be, he thinks.

And right there he is called upon to make an important decision. If he yields to his desire for rest, and stops he will never know his own powers. Courage tells the story.

WE ALL like the fellow who keeps going.

With mind determined, he decides to *do* or *die*.

This decision made, a strange thing happens.

His breath begins to come easier, the tightness of his chest is less noticeable, his heart beats are not so annoying, his feet are lighter and actually developing more speed.

Wonder of wonders! Just as a few seconds earlier it had seemed as though he must stop, now he is able to push forward.

In the athletic world this is called "getting the second wind."

The college professors say that it is simply tapping another deeper layer of energy; that the storage battery of human energy consists of layers which may be tapped successively.

Some athletes get a third or even a fourth wind. The experienced Marathon runner can do even greater than that.

UNLESS a man has gone through hard things he does not know what he is able to do.

The same is true of a Company or an industry.

The Shipping Trade, and the Ship Repair Industry in particular, has gone through hard times in the past twelve months.

It can look back on a period of unusual problems.

It can look forward to twelve months of doubt.

But we are coming into our "second wind" and if we will profit by what has been learned the readjustment that has been going on will be beneficial to all concerned, labor as well as management.

We are now, workers and employers alike, at that point in the race when our decision is called for; where *courage* tells the story.

The second wind will come if we keep plugging.

The race of life requires courage.

Not an employe nor an employer can afford to be without it.

MORSE DRY DOCK DIAL

Vol. 5 March, 1922 No. 3

Trade-Marks of the Sea

WHAT'S in a name is a question that has been asked down through the ages. Musical comedies have been written around it and we haven't the least doubt but what the mercantile records of the Phoenicians, the earliest form of written expression, contained the same element of curiosity about "What's in a name?" as does our present day literature.

Take this name "Dijk" which we find on all of the Holland-American freighters! Now there's a name that will easily arouse the curosity of any one not of Dutch origin. Anyway many of us here in this big plant to which these wonderful boats come for repairs, have often wondered why those letters, "Dijk" were used at the end of all names appearing on these Holland-American boats, just as we have often wondered about the word *Maru* appearing on the Japanese vessels and about which we wrote in the last issue of *The Dial.*

From time immemorable, even from the days when the crafty merchants of Tyre used to sail the seas with their vessels of gold, ship owners have sought to identify their boats in some manner that would distinguish them from the vessels of other peoples and other nations.

Out of this desire has grown the trade-marks of the sea, and these trade marks like those of the land, are of inestimable value. When they have back of them such a well known and successful organization as the Holland-American Company their meaning is indeed significant.

There is a reason then for the appearance of that word "Dijk." Any boat so named is part of the Holland-American fleet of merchant vessels and must always be identified with that splendid shipping organization. So we have for instance the *Eemdijk* and the *Noerdijk* and other such fanciful names as those, which can truly be called word pictures in themselves.

The Holland-American Company names its passenger ships in a manner that also makes them easily distinguished. Their names always end with the word "dam," as for example the *Leerdam* and the *Noordam.*

"Dam" of course has no terrors for the South Brooklyn tongue when it comes to pronunciation. Some of us use the word frequently anyway, applying it to things other than ships, but the word "dijk" is not so easy for the imagination to work around unless its pronunciation is known, although the actual pronunciation of the word is quite simple. In our tongue it is plain "dike." Both of these words, "Dijk" and "Dam" mean practically the same thing in Dutch, that is, a wall to protect the land against flood.

So through the long list of ship names which seemingly are both weird and incoherent, we find that in many cases this naming is done with a specific purpose in mind. You have a family name. Why shouldn't a ship too? That is probably the reasoning indulged in by a great many, ship owners and the advertising value of such a procedure has been most profitable.

Take the Cunard liners for instance. It is probable that residents of inland states who have no immediate interest in ships know that the names of all Cunard liners end in "ia." But it is again very probable that there are

quite a few shipping men about the port of New York who do not know that all of these ships have been named after provinces in the ancient Roman Empire. There are only a few exceptions to this rule, a quite recent one being the *Berengaria.*

An equally famous terminal ending for steamships is the "ic" by the White Star system. Such ships as the *Olympic* and *Britannic* are examples. Then there are many on the Pacific coast to whom the word *Empress* has become synonimous with Canadian Pacific Steamships, Ltd.

But reverting to less widely known examples we find that practically every steamship company has a specific manner of naming its fleet. Some of these methods of christening are both original and interesting. Tankers of the Shell Oil Company, for instance, are all named after shells. Each vessel of this fleet carries in its cabin a handsomely encased specimen of the shell after which it is named. In an equally whimsical vein are the ships of Erik Broden christened. Every one of them is named after some star or constellation which the sea-man knows and often uses for guidance. Among this fleet we have such ships as *Altair, Antares* and *Aries.*

Coming back to those boats which are most often seen in our yard, we find that it is very easy to distinguish vessels belonging to the American-Hawaiian system from all others. These ships always carry the suffix "n" or "an," for example: *Floridian, Kentuckian* and the new and much heralded motorship *Californian.* Furness Withy & Co., operate many different lines which often come to our attention. Vessels of their Prince Line always carry a name with the prefix "Prince." The *Trojan Prince* which has visited us will be remembered by many. Vessels of their Johnston Line always carry the suffix "more" and so we have such vessels as the *Barrymore* and *Pinemore.*

Another well known Furness connection is the Quebec Steamship Company. Vessels of this line have names of two or three words, the first of which is always "Fort" i. e., *Fort Hamilton, Fort St. George.*

Manchester Liners Ltd., employ "Manchester" as a prefix to the name, i. e., *Manchester Brigade, Manchester City.* All Empire Transport Company ships end in "Transport" so we have such vessels as the *American Transport* and *British Transport.* Names of all Holder Line boats end in "Grange," those of the Neptune Steam Navigation Company end in "Range," those of the British Empire Steam Navigation Company; names of vessels of the Gulf Line *dobés* for example) belong to the British & Argentine Steam Navigation Company, names of vessels of the Gulf Line Ltd., always end in "o" for example *Ariano, Castellano.*

Most everyone in New York is acquainted with the activities of W. R. Grace & Co. in some way or another. The ocean goin fleet of this Company all carry the Spanish names of women saints: *Santa Rita, Santa Cruz,* for example. Then there is the very well known, to us, Robert Dollar Company, all vessels of which are named for some member of the Dollar family. This method of christening is also employed by the Luckenbach people.

This list might be continued indefinitely and indeed it is possible that if the intricasies of the various methods of christening which steamship companies employ were to be brought to light, a book on the subject would be the only possible solution. But it is not the purpose of this article to offer a complete survey. All we hope to do is skim over the high-lights of what is a most interesting study.

In view of our recent interest, however, in the "Maru" ships, it might be advantageous to show how the ships of these four subsidized Japanese companies may be distinguished from each other. Of course, it is now a well known fact that the wording "Maru" does not distinguish them since it is contained in the name of every Japanese merchantmen.

But there are other ways by which these "Jap" boats may be distinguished. Take the Mitsui & Company merchantmen. The name of practically every vessel of this fleet ends in "san." Examples: *Fujisan Maru, Atagosan Maru.* This suffix means "mountain" in Japanese. Thus *Fujisan* means Mt. Fuji, otherwise known as *Fujiyama* which is the poetical form of the word.

The Osaka Shosen Kaisha uses geographical names. This distinguishes them quite readily to a Japanese, but in many cases it is rather confusing to an American. Often, however, English geographical names are used such as *Alabama Maru, Java Maru.* Boats carrying such names you may be sure belong to the Osaka Shosen Kaisha. It is also rather difficult to distinguish from others members of the Nippon Yusen Kaisha but any "Jap" boats whose names begins with "D" or "T" you can be reasonably certain belong to this line. In other case names of cities, mountains and rivers are favored.

The Toyo Kisen Kaisha has the most interesting method of christening of all. The names of all boats of this system carry the suffix "yo." But unlike the endings to Cunard and White Star line names the T. K. K. "yo" is in itself a word and not merely a distinctive ending. In Japanese it means "ocean." So we have among the vessels of this fleet the *Tenyo Maru* meaning heaven-ocean, *Shinyo Maru* meaning spring-ocean, *Ginyo,* silver; *Hayo,* eddying; *Reiyo,* admirable etc. Some of the older members of this fleet retain their former names. Among these might be mentioned the former Pacific Mail steamers *Korea, Siberia* and *Persia.* But in every other case this quaint family method of naming is general.

And so you see after all there is something in a name. We here in the Morse Company for instance, are proud of our association because it links us up with one of the oldest ship repairing concerns in the country and a company whose reputation for honest dealing and master workmanship has been rightfully earned. It identifies us with a man, our chief, Edward P. Morse, whose name alone is synonimous with those sterling virtues that make men successful in life—integrity, clean living righteousness.

Blue Funnel Catches the Eye

NOT for a long time have we had a blue funnel boat in the yard it is quite natural that the *Tydeous* of the Booth American Steamship Co., should attract attention a while back. *The Tydeous* was here having a new lower section of her rudder replaced. She was loaded with 5000 tons of general cargo for the other side but had to await the arrival of the section of the rudder from Europe before the repairs could be made. To save time the boat was loaded and the repair work completed after the ship was loaded.

There are three kinds of praise—that which we yield, that which we lend, and that which we pay. We yield it to the powerful from fear, we lend it to the weak from interest, and we pay it to the deserving from gratitude.—*Colton.*

Tact is one of the first of mental virtues, the absence of which is frequently fatal to the best of talents.—*Simms.*

Every man admires beautiful clothes worn by a young lady if he does not have to pay for them.

ALL THAT GLITTERS IS NOT GOLD

THEY TELL US *that there's one born every minute, to which most of us reply, "Ain't it the truth?" We're all so dead sure that we're not one of those fellows who go through life begging to be separated from their money.*

OF COURSE YOU wouldn't be foolish enough to buy a gold brick, but there are lots of folks who would and do. The Post Office Department says that in a year our people spend upward of one hundred million dollars for them.

NATURALLY the shape of the brick is usually disguised. You can buy them in the form of shares in the League of Nations or real estate under the Atlantic Ocean or holes in the ground called "mines" or any other form you may prefer.

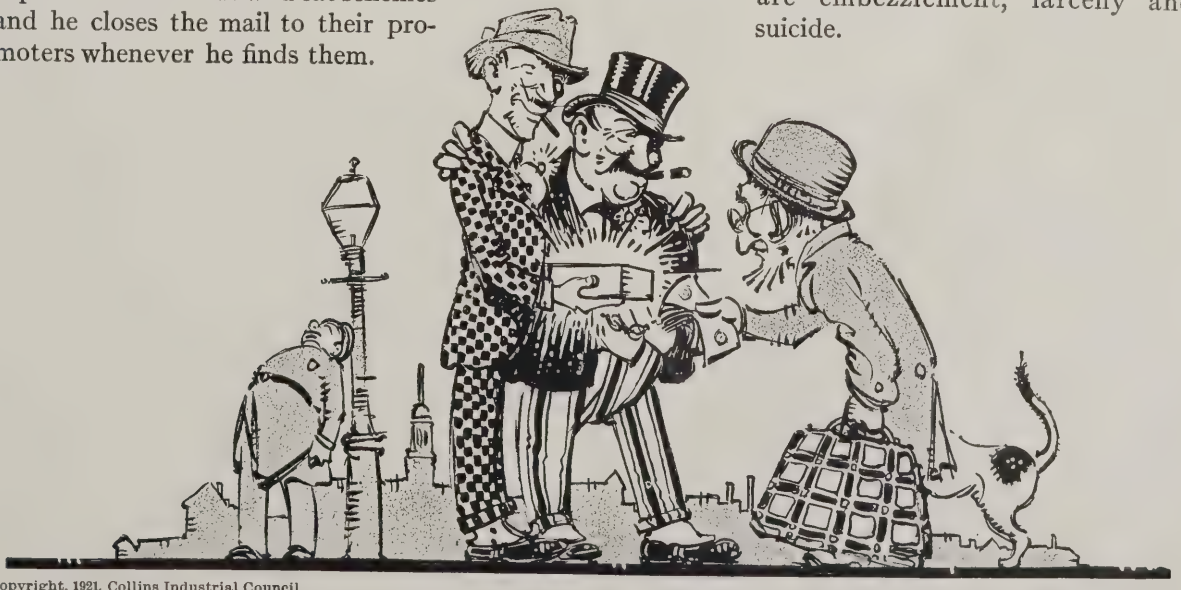
AND THE WORST part of it is that the people who take the risk are the people who can least afford it. A clever swindler can make a hundred-to-one chance seem mighty attractive and it isn't always the ignorant immigrant who falls for the chance to get rich quick.

MEANWHILE, our Uncle Sam is doing all he can to advise and protect us. He has had a lot of experience with these wild cat schemes and he closes the mail to their promoters whenever he finds them.

STILL, IF WE would use our good common sense, we wouldn't have to rely on Uncle. We wouldn't be ashamed to ask advice before we invest our money and we would be satisfied with six percent on our investments.

IF THE BANKS, with all their experience, won't take a chance, why should you? If a scheme is honest and sound and earns anywhere from ten to five hundred percent, no salesman will have to look for investors. They would be standing so deep around his house that they would block the traffic.

"GET RICH QUICK" schemes are sure ways for the promoter to get rich quick. They appeal to the meanness, avariciousness and laziness of people who prefer gambling to hard work. Speculation soon becomes a disease. It leads to poverty more often than to riches, and its by-products are embezzlement, larceny and suicide.



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Madawaska Recalls War Days

THE work sheet is the weather vane of the ship repair yard. When business is good the work sheets are bulky and the clerk whose duty it is to mimeograph them has to step fast. He looks like a newsboy as he goes his rounds leaving the work sheets where they are scheduled to go.

Considering the small amount of ship repair work that has been available in the past several months we can't complain because thirty four per cent of the business of the port has come to this yard but even though we have done better than the other yards, the work sheets nevertheless have been rather scant.

The other day however a set came through which made it seem like old times. These were the working instructions for the *S. S. Madawaska,* an army transport, which involves an expenditure of about $250,000, the Morse Company estimate having been $590 lower than those of our nearest competitors. The job calls for the removal of the old boiler plant consisting of Scotch boilers and replacement by new boilers of the marine water type, B. & W. The forced draft system will be thoroughly overhauled and adapted to the new water tube boiler installation which provides for additional ballast, new ash ejecting apparatus and various complete changes in the power plant. Both of the main condensers are to be retubed, new valve stems installed and much new plumbing work is called for.

The hoisting apparatus on the decks are to be overhauled, the side rails repaired, decks calked; new life boat equipment provided; additional cold storage facilities arranged; troop galley constructed; galley utensils furnished; scupper pipes installed; the boat will be scaled and painted; dry docked and scraped clean of all marine growth, and innumerable repairs made in the engine room, and the boat delivered to the Army Transport Service about July 1.

The *Madawaska* will be remembered by those Morse workers who made her first accquaintance when she came to this yard early in 1917, then known as the *Koenig Wilhelm II.* She was one of the several boats of the Hamburg-American line seized during the war by the Unites States and used as transports after they had been converted from the luxurious passenger vessels they originally were.

It will be remembered that there were sixteen German boats tied up in American ports, when this country declared war on Germany. They were seized but not until after the crews of the vessels had damaged them considerably. The Morse Company made repairs on several of the sixteen, the *Koenig Wilhelm II* being one of the most extensively damaged and involving one of the most difficult jobs. The work however was completed in record time and the boats put into use at a time when they were vitally needed.

The *Madawaska* is a boat of 9410 gross tons with a Length of 490.4, a breadth 55.3 and a mean draft of 27.5. She was launched in 1907 and was one of the fastest of the German passenger ships. She was first commissioned by the U. S. Navy on August 27, 1917.

Better Business Expected

The shipping business is down to bedrock and ready to start upward again. This statement is attributed to Clarence Samuel King, secretary of the Atlantic Coast Ship Builder's Association. Contracts are reported to be ahead for 1922 which will amount to $6,496,000. This does not include figures on reconditioning of the *Leviathan.*

Harmony among all connected with the industry is another phase of affairs which is expected to aid greatly in making 1922 a banner year. This, it is expected, will be reflected in favorable legislation at Washington.

The program of construction so far announced includes the building of two passenger ships for the Eastern Steamship Company of Boston in association with the Clyde line of New York. The Tri-National Steamship Company of New York is placing contracts for six combination passenger and cargo motorships. The Railroad and Canal Transportation Company, Rochester, will require eight barges. It is also expected that orders will be placed for new ferry boats for the New York East River service. The total amount of business for all classes of work will reach to $10,000,000.

Leviathan Goes to Private Yard

WE extend to our ship repair friends in Newport News our felicitations on their having finally been awarded the contract to refit the liner *Leviathan,* over which the politicians in Boston and Washington made such a fuss. It is pleasing to note the attitude which President Harding took in this matter.

The vote-getters (not go-getters) of Boston demanded that the navy yard in that city should be favored in this gigantic contract, even though the private ship yards of the Atlantic coast had submitted bids at tremendous expense to themselves. The argument advanced in favor of the navy yards was that the employees of the government yards should be given preference over the employees of private yards. It was cited that they need the work because the limitation of armaments program has thrown them out of their jobs.

Just as though the employees of the private yards were not deserving of as much consideration! The private plants have suffered infinitely more than have the government yards. For months past now there has not been enough work to keep one tenth of the regular normal force busy in the private yards. These workers are more in need of employment than are the employees of the navy yards because the navy yard men have not been suffering the hardships of unemployment to such an extent.

President Harding, whose clean-cut stand on many of the big question of the day has won for him the admiration of Democrats and Republicans alike, declared according to a dispatch appearing in *The New York Tribune,* that it would be unfair and unbusinesslike to listen to the plea from Boston

inasmuch as tremendous sums were spent by the private concerns in compiling their bids. He also indicated that it was just as important to relieve the unemployment situation in the private plants as in the government yards. He feels that no matter where the work goes it will relieve the situation.

He came out clearly in favor of awarding the contract to the lowest bidder and against sectional favors and his stand cleared up a situation that had threatened to dissipate whatever confidence the private concerns now have in the administration of shipping affairs in Washington.

The Shipping Board will now turn its attention to the question of who will purchase or operate the big vessel, since The International Mercantile Marine has surrendered its option to recondition and operate the boat in the North Atlantic trade. The International Mercantile Marine displayed a truly patriotic attitude when it relinquished its option which virtually was a contract made with the former Shipping Board. That company however desired to make it possible for the present Shipping Board to have a free hand in arranging for the operation of the *Leviathan*.

Here are the bids on the *Leviathan*:

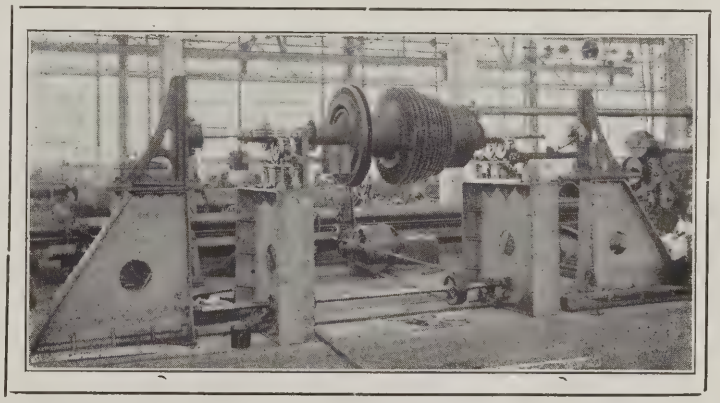
Company	General Reconditioning	Machinery	Total
Warwick	$10,350,616	$629,931	$10,980,547
Newport News	$5,595,000	$515,000	$6,110,000
Tietjen & Lang	$7,357,924	$532,656	$7,890,580
Morse D. D. & R. Co..	$8,497,000	$692,200	$9,189,200
Standard	$10,192,675	$923,772	$11,116,447
New York Harbor ..	$10,130,400	$766,714	$10,897,114
Shewan Dry Dock ..	$9,374,000	$725,000	$10,099,000

Vibration the Engineers Plague

By Thomas C. Rathbone, B. C. F.

Drafting Department

Editor's Note:—Mr. Rathbone's article contains information that should be useful to every ship owner, ship captain and engineer because it tells in an expert way how the damages caused by vibration—and they involve thousands of dollars—can be overcome. It is interesting to note too that the only balancing machine in a private ship repair plant is that pictured below, in operation in our machine shop.



MOST engineers are familiar with the consequences attending vibration due to unbalance in turbine rotors and other rotating bodies, when such vibration or clattering is so pronounced as to leave no doubt as to the cause. Wasted power, damaged bearings or gears, broken foundations and holding down bolts are looked for as natural results. Cracked steam line or condenser trunk has been proven to be caused by fatigue or progressive fracture, due to the rapid alteration of stresses from vibration.

Vibration is most evident when the period of rotor synchronize with natural frequency of casing, foundation and connecting parts. But the same amount of unbalance in another rotor may not be at all apparent if conditions are such that the foundation absorbs the vibration. In this case contrary to what might be expected, the bearings suffer greater damage by not yielding, as they do to some extent when synchronism exists between rotor and foundation.

Thus grave damage may be in progress without any outward indication of vibration in the revolving part. This possibility, which is a common occurance, is usually overlooked. One battleship cast a propeller blade on every trip for five years, when the trouble was finally located in an unbalanced rotor which however showed in apparent vibration. After correction for balance no further trouble was experienced until the ship was scrapped.

Other cases on record in which severe vibration occurred at localized points on the ship without evidence of vibration in the engine room can be cited. In many cases synchronism existed between the rotor and wheel or between rotor and torsional frequency of shaft. Here again fracture may be in progress as well as danger of losing a blade.

Trouble from unbalance is by no means limited to the main turbine units. Although the revolutions per minute of crankshafts of reciprocating engines do not compare with that of a turbine rotor, the shafts are much more massive so that the resulting unbalanced force may be fully as great. Moreover, the period of revolution of crankshaft is much closer to the natural period of vibration of the ship.

Unbalance is troublesome wherever it occurs—be it in the main units, auxiliaries, generator and motor amatures or fans.

The condition of balance demands as much intelligent concern as does lubrication. The loss or expenditure of large sums of money and the attendant weeks of disablement, due to damage from vibration where a few hundred dollars and five days time judiciously expended on balancing would have prevented this waste, are still all too frequent occurances. They furnish examples of false economies which the times have engendered.

This matter of dynamic balance is still looked upon with skepticism or as something fanciful or mysterious by the uninitiated. In fact it is only fairly recent that the importance of this re-

finement has come into general recognition.

Static or "standing" balance has long been a recognized necessity and has been approximately obtained in irregular rotating bodies not capable of mathematical solution. The process consists in mounting the axis of the toror or armature etc., on parallel supports and adding temporary weights until the body has no further apparent tendency to seek a fixed position due to eccentricity of center of gravity with respect to axis.

It is interesting to note that this experiment often demonstrates that a body which is carefully machined to be symmetrical about its axis, may be considerably out of "standing" balance. This of course is due to the fact that the density of metal is not homogenious and is especially true of castings. A case is on record in this yard of a wheel whose four blades varied approximately between 2400 and 2800 pounds, all cast from the same mould.

Thus symmetry is no criterion of balance. This holds as well for blading of turbines, armature windings, fan parts and slabs or crankpins in reciprocating engines. Too frequently have turbine rotors been wholly or partially rebladed or otherwise altered with no thought of the probability of upsetting balance. It is often assumed that the blades, being symmetrical and light could not affect the balance, even if gaps occured in the different stages. But these blades, and especially the brazing which is usually lavishly applied, represent weights at nearly the extreme distance radially.

The force due to unbalance may be easily calculated by the simple application of the law of centrifical force. The result is usually surprising.

Thus, an unbalanced force of eight ounces at a radius of 24 inches in a rotor working at 2500 rpm results in a centrifical force of approximately 2130 pounds—or an alternating blow of half a ton on each bearing, occuring 2500 times a minute. The assumed data is quite moderate. Bearings are not intended to be subjected to such abuse.

But it is not sufficient that static or "standing" balance be obtained—there is another force which may be far more potent—that of dynamic, or "running" unbalance. Dynamic balance only manifests itself upon rotation and disappears when rotation ceases. It is caused by two unbalanced weights in separate planes axially, developing a couple upon rotation. The weights together may be in static equilibrium. The magnitude of this force depends largely on the axial distance between the two unbalanced heavy points. Thus turbine rotors, crank shafts, aratures and other rotating mechanisms which have considerable axial dimensions are particularly apt to suffer this type of unbalance as contrasted with thin disc or fly wheels with proportionately narrow face.

In a given rotor then, there may be either static or dynamic unbalance, or as most frequently encountered, a combination of both. As stated the static may be taken care of by the parallel support method. However this is approximate, as the rolling friction of the shaft of the massive rotor on the test edges prevents precise compensation. But the dynamic unbalance has yet to be separated and corrected. This has been the stumbling block.

There have been machines brought forward with the object of determining the amount of dynamic after the static has been eliminated but as was pointed out some residual static remains to complicate the results. The ideal machine must resolve both dynamic and static simultaneously and render them susceptible of definite and positive mathematical solution.

Mr. Akimoff of Philadelphia was instrumental in developing a practical and extremely sensitive machine fulfilling the above conditions. By this method the body to be balanced is mounted on large rollers which are free to vibrate horizontally. The "critical" speed is then determined. This is the speed at which the unbalanced forces in the rotor just synchronize with the the natural frequency of the roller support, springs counterweights, foundation blocks, etc. At this speed the vibration is at a maximum and its indications being most highly "magnified," raising or lowering speed results in decreasing the amplitude of vibrations. In an ordinary three ton rotor, the critical speed ranges between 240 to 300 revolutions per minute, and therefore the test is made at that speed and not at the working speed of two thousand, for example.

The question is often asked by owners representatives why the test is not made at working speed? The best answer lies in illustrating the slight effect the rapid hammer of a common electric bell would have on a weight suspended by a few feet of string, while the light tapping of the pencil occuring just at the right time starts the weight swinging as a pendulum.

If the rotor is tested at critical speed then it is certain that balance will be maintained at the working or any other speed. This of course applies to any type of rotating body.

The roller support at one end is then held rigid while testing is carried on for the opposite end. Adjustment of a test weight carried on a clamp is made until all vibration is eliminated, and data recorded. The process is then repeated for the other end, and the center of gravity of the body determined. From this data covering the displacement radially and azimuths of test weights together with leverages referred to bearings, the kind and amount of unbalance is calculated and the location and amounts of the corrector weights determined. These computations are based on the method of moments of centrifical forces about both bearings and solved simultaneously.

The Morse Dry Dock & Repair Company is equipped with the Akimoff balancing machine to take rotors up to 30 tons. With this exceedingly sensitive machine, Morse technical experts calculate corrective weights to the hundreth of an ounce on the usual rotors. This is well within a tolerance of four thousandths on the vibration indicator, and the results on the many rotors balanced have been uniformily successful. These rotors were replaced in the ship with the justified assurance that no losses from breakdown and repairs would ensue from vibrating troubles as long as the rotor remained unaltered. The actual saving this treatment has accomplished can only be conjectured but average statistics place the savings high.

Frank Rose went home the other night and found Mrs. Rose trying to drive a nail with a flatiron. "Margaret, you'll never be able to drive that nail with that thing," he said to her rather disgustedly, "for heaven's sake use your head," and he has been wondering ever since why she didn't speak to him for several days.

The average man is working for the same people—wife, kids, mother, sweetheart, and sometimes working for *dear old dad.* Occasionally a man is found working for his own self-interest, and you can tell this man by the color of his skin and the thinness of his lips.—*The Silent Partner.*

It doesn't do any good to hurry unless you have something to do when you get there.

Fire Destroys Motor Fleet and Buildings

TIME and Fate were on a gambol in the early morning of January 26. Had the fire which sweep through the buildings on the north side of the Morse yard been delayed an hour we would not now be reporting in this magazine the $200,000 fire loss incurred on that date in the destruction of the truck garage, the pipe shop and the boiler shop.

A story is told of Thomas Edison, the electrical wizard, giving the following answer when he was asked in his early manhood why he always ran to and from business: "There is so much to learn I do not want to lose any time." Time is indeed, a deciding factor in our lives.

The fire started at about 6 o'clock. James Case, night chauffeur, discovered smoke pouring out of the moldloft which was housed in the room above the garage, at 6.07. He was the only person in the immediate vicinity. He rushed away to get help and by the time he returned the flames had made such headway there was little that could be done to check them by the few individuals available at that hour.

When the city fire department apparatus arrived the flames had spread throughout the building and were quickly fanned by the stiff cold wind prevailing to the adjacent property. For a time the fire threatened the new dock just across the pier and also endangered the great gas tanks of the Kings County Lighting Company on the north.

If the fire had started an hour later the fire squad that has been organized by Chief Myers would have been on the job and according to him would have had little difficulty in checking the flames. As it was when those employees who were not attracted earlier by the fire, arrived for work at 7 o'clock they found the plant surrounded by fire engines and a huge crowd of on-lookers.

Engine companies 201, 241, 278 and 228; Hook and Ladder companies 114 and 148, and the fireboats William J. Gaynor and W. L. Strong responded. One injury was reported though several of the firemen and the Morse employees who assisted in the struggle suffered from the extreme cold. Frank J. Ryan of Hook and Ladder company 109 was hit by an iron beam and knocked unconscious.

Too much cannot be said in praise of the splendid work of the firemen and also the volunteers enlisted from among the Morse employees. The courage of the firemen, handicapped as they were by the wintry elements, was unbounded. It was best exemplified by the spirit displayed by Ryan who refused to leave the field of action after being revived by the attending doctors.

The Morse Company wishes to acknowledge its gratitude for the splendid work performed by the firemen under the leadership of Chief John Cashman. Police Capt. John J. Gillen of the Fourth Avenue station and his force of reserves also deserve praise for the efficient manner in which they controlled the crowd of spectators.

When the fire began to assume proportions which indicated a long fight before it could be gotten under control a second alarm was sounded and Chief William Rogers arrived on the scene and sent in a third and fourth call. By this time Chief John Kenlon with Deputy Chief "Smoky Joe" Martin had reached the plant in a hurried run from Manhattan. It required an hour and a half to bring the fire under control and by that time the pipe shop, the boiler shop and the garage were completely destroyed, and one end of the tool building was gutted.

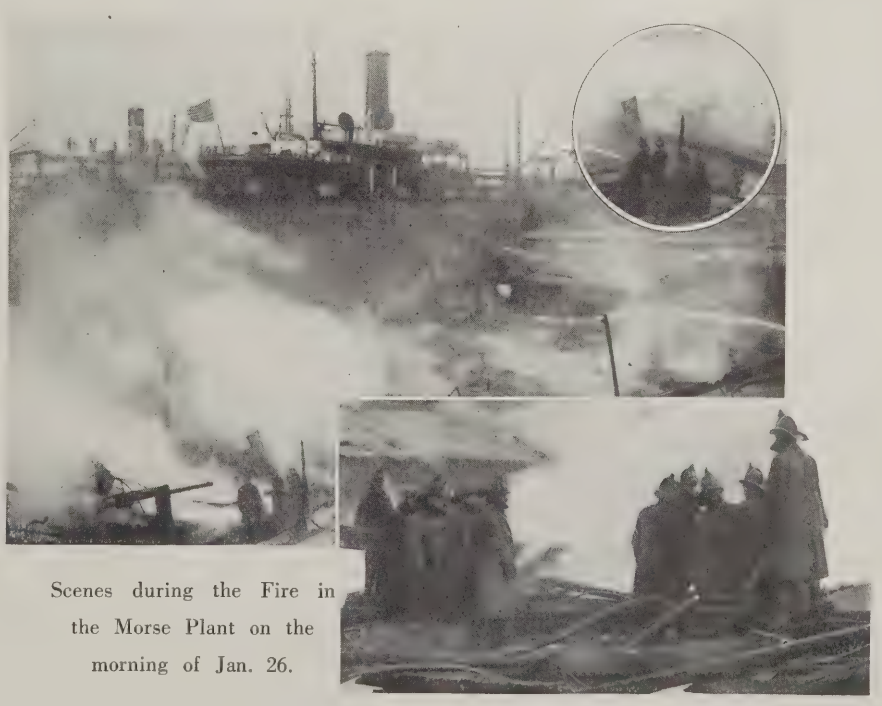
On the big dry dock at the time was the *S. S. Spauding* a Los Angeles boat. The dry dock hands got things in readiness for lowering the dock and towing the boat to safety but this was not necessary. The flames did little damage to one section of the dry dock.

Practically every machine in the big fleet of Morse motor trucks, was destroyed together with 10 passenger cars and all of the equipment in the garage, pipe shops and boiler shops, was lost. Several attempts were made by Morse employes to get the machines out of the garage but the flames being fanned by a high cold wind made it impossible to remove them.

The loss was not covered by insurance. The cause of the fire has not been ascertained. The fire did not cripple the business in any way and a few hours afterward the plant was running as usual.

The Ladder of Success

100% I did.
90% I will.
80% I can.
70% I think I can.
60% I might.
50% I think I might.
40% What is it?
30% I wish I could.
20% I don't know how.
10% I can't.
0% I won't.



Scenes during the Fire in the Morse Plant on the morning of Jan. 26.

Our Viewpoint from the Masthead

THE MORSE DRY DOCK DIAL
A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company and the interests of the Company.
BERT EDWARD BARNES, Editor.
Vol. 5 No. 3

The Blue in Your Blue Print

THE calendar is the time table of the human race. But if a railroad official knew as little about what trains will run tomorrow as most of us do about what this year will bring us, by train or on foot, he would lose his job.

That is part of the fun and part of the hopefulness of living. If we could foresee everything, provide for every emergency, we would go to sleep, dry up, die of routine. The adventure of living would be gone.

We all have to do the day's work with a scheme of things that extends provisionally into the future. The man who doesn't have some kind of blueprint for a working basis will get lost. But there's too much blue in some of 'em.

In a world in which the one unchanging element is change, no man need despair of getting almost anything he really wants. The main thing is to be ready when the merry-go-round brings you opposite the brass ring.

Life is an adventure and there's not much in it for the one who doesn't cherish a dream of something better. But he'll get it not by dreaming over his work but by working toward his dream.

Courtesy

COURTESY is the one medium of exchange that is always accepted at par by the people of every country on the globe. Courtesy radiates a spirit of good feeling and suggests that we are not working entirely for the material returns of work, but for the pleasure of friendly human association as well. Life is not too short and we are never too busy to be courteous.

Courtesy is the outward expression of an inward consideration for others, and is always an effective lubricant that smoothes business and social relationships, eliminating friction.—*The Outlook.*

The pen tipped with delicate courtesies hath quickened more good than the sun.—*Supper.*

Every fighter has to take a lot of punishment before he reaches the championship class.

Making Work Interesting

AT a meeting of Engineers held in New York recently, a speaker declared that work must be rendered more attractive to the individual worker. He was only emphasizing a truth of which all intelligent executives are aware. And already much progress has been made in that direction. There are three obvious lines along which advance is possible.

The first is mechanical. In America at least one could hardly ask that invention go faster than it has gone. But perhaps the future will see a change in one respect. Hitherto, in the construction of machines only their effect upon the material has been considered. Isn't it possible to adapt them better to the temperament of the human being who operates them.

Or in case the individual machine cannot be changed, could not the combination of processes be altered in some way so as to give the worker a task that will interest him more? No dogmatic statement is made. But the principle is a sound one that whatever serves to make the work appeal more

intensely to the worker is in the long run an aid to production and to profit. The second and third lines of progress are in the direction of distributing work according to the employee's aptitute; and of showing men how their work enters into a larger result.

In these aspects ship repairing has an advantage over many other kinds of effort. By its very nature, it exerts the appeal of motion, of change. And however he may grumble over details, the man who has once felt the fascination of our trade never wholly escapes. Which reminds us that this yard has the highest percentage of "old" employees of any yard we know of. We mean "old" in point of service in this company, a factor every ship owner should consider because he should realize that a workman who doesn't know his business is like a pilot who doesn't know the course.

The Growing Mail Service

REPORTS from the New York Post Office indicate a large increase in business. Probably few readers of the news go on to think of all that is involved in such an item. Letters don't pick themselves up and walk off to their destination. They go on trains.

Every mail delivered in a city like New York presupposes a highly complex service, long and short hauls, rapid sorting on moving trains, varied routing and quick change.

The nation takes the railroads for granted. It counts on them—and forgets them between times. Much of the most interesting news about them is never printed. But to a railroad man the announcement of an increase in this or that department of commercial or other activity tells also a story of a little more effort on the part of the already crowded transportation systems.

Well, so much the better. It's a great thing to be in a job about whose usefulness no question is ever raised. And we in the shipping business must not forget that the railroad trains are the "ships of the land."

Barnacles on the Ship of State

In Which We Consider Some Things About the Tax Question And National Policies

The Tax Question is Vital

ADAM SMITH is the author of a famous book on taxation. Among other things he tells us that "the time of payment, the manner of payment, the quantity to be paid, ought all to be clear and plain to the contributor and to every other person."

Adam Smith was a wise man, wiser by far than many of the men in Washington who are framing our present tax laws.

Consider the income tax for instance: It has been said that the best way to determine on how much you owe the government is to take the age of your mother-in-law and multiply it with the license number on your automobile if you own one (if you don't the license on your dog collar will do) add to it the number of buttons on your vest, subtract the number of hairs in your left eyebrow and you will have come some where near to figuring out the amount you should pay.

* * *

And speaking of the tax question we notice that Senator Wadsworth and Senator Calder have come out flatly "agin" the soldier bonus whereas some of the other senators are straddling the fence. To be "for" or "agin" anything is apt to cost a lot votes; to be on the fence—well that's different in many ways.

* * *

During the war Claude Kitchen's Federal Tax Campaign brought forth the cry: "Soak the North." In connection with the tax manuevering now going on in Washington, "Soak the Rich," seems to be the slogan, with the agricultural interests doing the loudest shouting. They've got a notion that if the tax is passed on to the big corporations and wealthy people the farmer will be relieved of a measurable proportion of the burden. There are many shipping concerns rated as big corporations. Our farmer friends forget that there is an economical consideration which makes it impossible for one class to carry the heavy load without directly or indirectly affecting the other classes. An even distribution of any tax levy is the only sound policy, but it takes big men to frame equitable laws and we perhaps shouldn't expect too much from our present-day legislators.

* * *

It seems quite fashionable now days to get the word bloc into any discussion of national politics. We have the farmers or agricultural bloc and then too we have the big business bloc, the fellows who craftily avoid investing their money in securities that involve any element of risk, but are satisfied to let their wealth earn small interest from investments that are exempt from taxes. That is one reason why few new big business enterprises are being undertaken.

Verily we can trace many of our present ills to poorly framed tax laws.

* * *

Without going too deeply into the subject it would appear that it is about time for a complete revision of our present tax laws and so far as the writer has observed the proposed sales tax plan seems to merit consideration.

The ultimate consumer, the individual who consumes the things made by our manufacturers, pays all taxes no matter how they are levied because they are passed along as part of the production cost. It would be better to have the taxes placed openly. The sales tax is equitable because it puts the burden on the rich who generally spend more than the poor. The only way to avoid paying such a tax is to stop buying. Canada has tried the sales tax with amazingly practical results.

Watch that Meal Tub

ONE of Ben Franklin's many wise sayings is: "Always taking out of the meal tub and never putting in, soon comes to the bottom." This is a truth which many are ignoring. If one takes out of the meal tub (in wages) more than he puts in (in production), sooner or later there will be nothing to come out. In the last analysis, production is wealth. Production pays wages and salaries—to the wage earner, skilled or unskilled.—*Three Partners.*

Employees Association Directory

Officers

President, JOSEPH McGUIRK, Hull Department
Vice-President, HOWARD CANNING, Burning & Welding Department
Secretary, EDWARD HANNAVIN, Brass Storeroom
Treasurer, MORTIMER W. MEAD, Office

Shipping Notes Gathered Here and There

Shipping Revival Prophesied

There is under way not merely a temporary flurry but a real revival of trade according to Commander R. D. Gatewood, Shipping Board division of Construction and Repairs, who has been talking the matter over with Shipping Board officials in Washington. This optimism is reflected by the industry of his department which is busy preparing fifty or sixty of the board's laid up vessels for a return to active service. About half of this number is for Russian relief business but the others will be allocated to operators and will go into line service. This is a complete reversal of the Board's former tendency to withdraw vessels from service. The optimism of Commander Gatewood is practically the universal sentiment of Shipping Board men connected with private concerns.

German Line Has New Home

The North German Lloyd now has a new home at 18 Pearl St. This site was formerly occupied by the Seager Steamship Company. The first sailing of the North German Lloyd brought to this port on February 28 the 9,000 tons steamer *Seydlitz*. This will be followed by the sailing of the *Yorck*, 9,000 tons, on March 15 and then the *Hannover*, 7,500 tons, on March 29. There will be sailings every two weeks thereafter. The steamers above mentioned will carry only second and third class passengers.

Battleship Record

The *U. S. S. California* broke all records for power recently, when, during her official sea trials off the Pacific coast, she developed nearly 40 per cent more horse power for propulsion than her original contract requirements for a speed of 21 knots. This ship is the latest electrically driven battleship of the American navy. She is 600 feet long with a beam of 97 feet and a displacement of 32,500 tons. She is the last of the fourteen inch gun ships, sister ship to the *U. S. S. Tennessee* and is now flag ship of the Pacific fleet taking this honor from the *U. S. S. Mexico.*

New V-Boat Liner

The *S. S. Vandyck*, newest of Lamport and Holt liners, was scheduled to make her first trip to South American ports on February 4. This most recent addition to the V-Boat fleet made her maiden voyage from Liverpool on January 10 arriving in New York on January 21. The *Vandyck* will undoubtedly prove to be one of the popular and fastest boats in the service. She is a twin screw vessel, length overall 526 feet, breadth 64 feet 3 inches, depth 43 feet, displacement 21,000 tons. She is fitted with every convenience and every safety device, water tight bulkheads, double bottom, fire proof bulkheads, wireless telegraphy, and for all to the exclusion of rates, the boats being operated by mechanical davits.

The passenger accomodations provide for 300 first-class, 150 second class, and 230 third class passengers. Outside of the usual accomodations there are many unusual features which have been introduced for the pleasure and confort of passengers aboard the *Vandyck*. Among these might be mentioned a gymnasium, a children's play room, a photographic dark room, and a large hair dresser's shop.

Scrapped Warships

Under the armaments limitation proposal of Secretary Hughes, the following is a list of capital ships to be scrapped: battleships, *West Virginia, Iowa, Massachussetts, Colorado, Washington, Indiana, South Dakota, North Carolina, Montana;* battle-cruisers, *Constellation, Ranger, Lexington, Saratoga, Constitution, United States.* This makes a total of nine battleships and six battle cruisers. Of these vessels the battleships *Colorado* and *Washington* and *West Virginia* have been launched.

"Stone" Ship is Junked

Not the only concrete ship that ever was built, but probably the most famous of the all, the *Faith* is no more, having recently been sold to junk dealers for the huge sum of $5100 at a forced sale in New Orleans. What a humiliating end for a ship whose original cost is reported to have been $750,000. But the short life of this concrete ship must have prepared her for the worst. It consisted of one reverse after another. To begin with, the San Francisco Shipbuilding Company sold her at a loss of $150,000. Then it was very hard to find anyone willing to serve as a member of her crew. Sea-men will most always take a chance on any old hulk that floats, but it must be made of either steel or wood. Too often have they seen a stone go directly to the bottom.

Such is the curious history and ending of a ship that once gave promise of revolutionizing the industry. Perhaps others will come to prove that the basic ideas of her construction were right.

Increase of Oil Tankers

The United States now has half again more tanker tonnage than England. Vessels of this type flying the Stars and Stripes have accounted for 76 per cent. of the total world increase of such tonnage since 1914. In that year only 55 steam tankers totaling 201,000 gross tons were of American registry. Seven years later there were 356 oil carriers hailing from the States with a total tonnage of ten times the 1914 amount. These figures are according to a table compiled by the bureau of navigation and published in the commerce reports.

Our dependence upon Mexico for crude oil is the reason for this increase. Figures show that in 1914 the United Stated imported 3,100,000 barrels of oil and that in 1920 it imported 105,000,000 barrels. Then too, the war made it necessary or at least safer for many ships to be transferred to American registry.

Many Government Ships Idle

There are now 1301 Shipping Board vessels lying idle. Of this number 1038 are steel ships and 263 are wooden. All of these vessels have been assigned to care-takers and are moored in various harbors pending a revival of trade. The annual cost of keeping these ships is now computed at $5250 each. This is a considerable reduction from the estimated cost last August, which was $12,233. Effort is being continually made to keep on decreasing the cost of this idle fleet. Claim is made that the economies to be effected by the present system of storage will amount to $6,982,320. Every precaution has been taken to protect this fleet from the present rigors of winter; pipes have been drained, sea-cocks packed and machinery oiled.

Electric Ferries for New York

Ferry service between Manhattan and Staten Island will soon be conducted by three electrically driven ferry boats, if plans of the Department of Plant and Structures materialize. According to Grover A. Whalen, the commissioner, the boats are designed with four runways for vehicles on the main deck and accommodation for passengers on the upper deck will be about 250 feet long. The most noteworthy departure is the type of propulsion to be provided. In order to secure more economy in operation than is possible with reciprocating engines it has been decided to install a steam turbine-driven generator supplying high tension alternating current to a motor at each end of the boat, the latter being directly connected with the propeller shaft. It will thus be feasible to run the propeller at different speeds, which, it is expected will result in increased propulsive efficiency as compared with the present method of attaching propellers to one through a shaft and revolving them at the same speed.

It is estimated that these three boats will cost over a million and a quarter dollars.

Petrograd Now Winter Port

Whatever you may think of the Communists and their government of Russia the fact remains that they have done something which no other government has ever been able to do—open up the port of Petrograd the year round. Heretofore this port has been considered open to safe navigation for only 250 days out of the year. From December to February the ice which formed made navigation impossible. Measures now at hand to open this port the year round include the use of ice breakers to keep channels clear of ice and convoy ships in and out of the harbor. Two boats, the *Sviatagor* and *Lenin* will be used for this purpose.

Human Hair Costly Cargo

Forty bales of human hair were recently landed at Seattle, Washington, from the steamship *Hakata Maru*. It was the most costly part of this ship's cargo, for human hair in bales of 133 pounds each is worth $210 in Hong Kong and twice as much when it reaches this country.

The use of hair-nets is responsible for the demand for this article of import. Its scarcity accounts for the high price paid, and practically nowhere else but in China can it be obtained for any amount of money.

To Fly Hungarian Flag

According to a recent ruling of the United States Shipping Board the Harriman interests, which operate the steamships *Mount Summitt* and *Mount Sidney*, were allowed to transfer these vessels to Hungarian registry. In connection with this transaction, however, the Shipping Board has asked for a guarantee to the effect that neither the *Mount Summitt* nor the *Mount Sidney* ever again operate from an American port thus coming in competition with American merchant ships.

Three Ships for Canada

The new White-Star Dominion liner *Regina* will be ready for her maiden trip early in April. She is to ply on the Montreal-Liverpool route. The *Regina* is 601 feet long, 67 feet 6 inches wide and of 16,500 tons. The *Doric*, a ship of similar size and tonnage, will be in service by next summer. Both steamers have the identically same interior finishings. They offer many features never seen before in one-cabin liners. Another liner, the *Lauretic*, is also under construction and will join this fleet in the near future.

Motor Ship Increase

The magazine *Motor Ship* of London reports that in the last two months seventeen motor ships of 135,000 deadweight tons have been completed and eight of 68,700 tons have been launched. In comparison with this only 55,000 tons of steamships were completed during the same period.

This is a record for motor ship launching. Never since the first of this type of ship put to sea has there been a greater production.

Teutonic To Be Scrapped

Once the pride of the Atlantic and considered the most sea-worthy vessel afloat the White Star liner *Teutonic* has at last been relegated to the scrap heap. Built in 1889 her years of service were so regular without regard for inclement weather that among sailormen she earned the sobriquet, "bulldog of the Atlantic." This vessel was built as a sister ship to the old *Majestic*, but was far superior to her in many ways. The *Teutonic* was a much faster boat, and for a time held the trans-Atlantic record.

Move to New Quarters

The firm of Cox & Stevens, well-known Naval Architects, Ship Surveyors and Brokers, moved on March 1st to more spacious offices in the new Cunard Building, 25 Broadway, New York.

New Post for Mount Clay Captain

IT will be of interest to many in the Morse yard to note that Captain Daniel Malman of the *S. S. Mount Clay* has been assigned to command the new 20,000 ton triple screw liner *Resolute* a ship recently acquired by the American Ship Commerce Corporation along with a sister ship the *Reliance*. When the old *De Kalb* was being converted into the present *Mount Clay* at our yard back in the latter part of 1920, Captain Malman became acquainted with many Morse men and was respected and admired by all who came in contact with him.

Captain Malman has followed the sea since boyhood rising from ordinary seaman to master of a sailing vessel before entering the service of W. R. Grace & Company in 1888 when he took command of his first steamship. During the war he was in command of the *Californian* which was torpedoed by the Germans in the Bay of Biscay. Not one life was lost, however. All aboard took to the boats and were picked up by the *Corsair*, J. P. Morgan's yacht which was then in government service.

How to Avoid Disease

At this time of year, when there are many cases of colds, coughs, influenza, pneumonia and other diseases of the air passages, it is desirable to know how such diseases are transferred from person to person. The organisms which cause these diseases are to be found in the saliva, sputum and nasal passages; consequently, if we avoid the nose and mouth secretions of others we are far less likely to catch these diseases. The most common methods by which the organisms are transmitted are by the spray from coughing and sneezing and by the dirty but almost universal habit of putting the fingers in the mouth.

A disease, new to most of us, has appeared in many parts of New York State. It has many of the characteristics of ordinary jaundice but this type is apparently infectious, and there is reason to believe that the disease is spread by rats and mice.

Small pox for years has been extremely mild and comparatively rare. Consequently the public has forgotten its old terror of the disease and vaccination has often been neglected. Recently the disease has appeared in various parts of the country in its old time deadly form. Vaccination is a sure preventive. Get vaccinated!

THE DIAL is no longer mailed to employees but instead is distributed from the Employment Office. It costs you nothing to get The Dial except the trouble to go after it. Every employee is entitled to a copy. See that you get each issue. It will appear about the first week of every month.

Fanroth Wins Diploma

FOR the satisfactory completion of a four year course in Patternmaking, Thomas Fanroth was recently awarded a Morse certificate of Apprenticeship. Several of the younger men of the yard now possess these certificates and all are to be congratulated for the perseverance and industry which alone has made such commendation possible. It is no easy task to satisfactorily complete the various courses of apprenticeship offered to men of the yard but the tangible evidence of efficiency which this diploma affords should go a long way toward establishing a standing in the trade it represents.

Letters of Thanks

Dear Bro. Falconer:—Kindly convey to all the boys in the yard my heartfelt thanks and deep gratitude for the generous gift they contributed to me, with all their good wishes for my welfare. Someday I hope I may be able to repay them in some little way." —*P. Malcolm*, 803 Onderdank Ave., Brooklyn.

"We wish to express our sincere thanks for your kind and heartfelt sympathy in our bereavement," Daniel and Fannie O'Donnel to the Employees Association.

"We wish to acknowledge with sincere thanks the kind expression of your sympathy," Mr. and Mrs. M. J. Reardon and family, to the Employees' Association.

"Gratefully acknowledging and thanking you for the flowers and your kind expression of sypathy," from A. J. McDonald, Carpenter shop, to Edward J. Hannivan, secretary of the Employees Association.

Friends of Eugene McNeff, clerk of the Hull Dept., are sorry to learn of the recent death of his father.

Be a fool if you can't help it; but don't boast about it.

Frankness and intrigue do not go hand-in-hand.

Mongolia Has Noted Captain

IT would not be right to allow the *S. S. Mongolia* to depart from our dry dock, where she rested for several days recently, without taking recognition of the fact that in Captain Herbert Hartley she has a skipper of whom any ship might well be proud. Hartley is credited with being one of the best navigators on the Atlantic today. During the war he was in command of the old *S. S. St. Louis*, and successfully steered that vessel through the perils of the war zone for two whole years. Two years of such work without any relief is some record. Those who now sail aboard the *Mongolia* must do so with that feeling of assurance which is instilled only by the presence of a master officer when the waves roll high far out at sea.

The *Mongolia* is a sister ship to the *Manchuria*, both being operated by the International Mercantile Marine Company. According to popular rumor, she is to undergo extensive alterations soon and then along with the *Manchuria* and the *Minnekahda*, will operate between New York and Hamburg.

Frankie Fay, the fast little bantamweight boxer, who has been employed off and on in the hull department, goes up against Major Sully on the night of March 13 to defend the bantam weight championship of the National Guard, which title he now holds. Fay visited the Morse plant recently renewing acquaintances among his former co-workers. He wore the smile that has carried him through many a ring battle.

A new rule has been put into effect in connection with the office payroll, office employees now being required to call at the Cashiers Office for their money between 12 and 1 o'clock on Saturdays. Postage stamps and lunch tickets are dispensed only during that hour also.

Miss Margaret Casey who has been one of our favorite stenographers and office assistants for the past three years or so, has left to take a position in New York and her departure from the Morse family is regretted by every one who knew her.

Harry Durling, machine shop gallery foreman, is passing around two cigars to each of his friends. Yep, they're twins, a boy and a girl and Harry Durling has a right to be mighty proud.

Roy McEwen of the Timekeeping dept., has recovered from his recent serious sickness and his friends are glad to see him back at work.

Miss Eilleen Marie Kirby

When Man's Not a Failure

WE ARE indebted to H. M. Smith of 432 Seventh Street, Brooklyn, formerly a watchman here, for the following verse which he sent to *The Dial* as a supplement to "Man Is a Failure When—" which appeared on page 8 in the September issue of *The Dial*. We do not know who the author of the following verses is nor the correct title for the piece. The lines are worth reading:

The Lord only knows the victors and failures apart;
It is not the surroundings of either that shows, but the record engraved on the heart.
On the heart, hid away from the eyes of the world are wounds and disfiguring scars.
There are virtues and sins intermingled and curled, with ambitions that aim at the stars.
A failure? Not he who keeps faith with himself though his coat may be seedy and gray.
Who values his honor above the worlds pelf through the strain and stress of the day.
A failure? Not he who has courage to rise and face the mistakes he has made;
To make a new start on the failure that lies in his path, toiling on unafraid.
No one is a failure who dares to come back with persistence and grit to keep on
And live down the mistakes no matter how black, facing derision and scorn.
When things are made even and all is made plain, when all that is hidden is revealed,
We may learn that some failures have not been in vain and know why so much was concealed.

Miss Vera Remsen, secretary to Mr. Want, has resigned to accept a position in New York. Miss Remsen enjoyed a wide circle of friends in the Morse organization who regret her departure.

Told in a Nutshell

Capt. and Mrs. W. F. Kirby
Announce the Engagement
of their daughter
Eilleen Marie
to
James Joseph Adams

James Joseph Adams, the party of the second part in the above notice, is a certified public accountant, and from all reports he's a mighty successful one too. If his judgment in business matters is keen as it was in the business of becoming engaged then we are here to say that he has a fine career ahead of him. Because let it be known once and for all, Miss Eilleen Marie Kirby is as pretty and congenial as her father is witty. Congratulations, James Joseph,

The engagement announcement by the way was made at a surprise birthday party given to Miss Kirby's mother a few weeks ago. We can't say which was the greater surprise to Mrs. Kirby —the unexpected visit of her friends or the announcement of her daughter's engagement. Both were complete and successful. The Kirby home which is at 243 59th street was the scene of as merry a gathering as has been held for a long time.

Mrs. Kirby was the recipient of many good wishes and some beautiful gifts and she was the center of attention during the first part of the evening. Then the happy gathering sat down to eat. At each place had been deposited an English walnut hinged with baby ribbons. Capt. Kirby bored the holes for these favors but even he didn't know the surprise they contained when he sat down to eat. We haven't any record of who discovered the contents first, but some one of a curious turn of mind opened the nutshell and found the announcement as printed above. This was the first hint of the engagement even to members of the Kirby family.

Of course the discovery was the signal for another round of congratulations and while the handshaking was going on the prospective groom slipped a beautiful diamond ring on the finger of the elected lady and passed along to her several gifts including a Pomeranian dog.

Courage Wins for Mackin

WORD comes to us that Bob Mackin, who was formerly a telephone operator here, is now living a kingly life in Tulsa, Oka. In fact we are told that he is known in those regions as King of the Desert. We don't know how he came by that title but we do know that Bob Mackin furnishes an object lesson in courage and fortitude which is worth knowing about. Bob Mackin had been told by doctors that he was not going to live very long as he was afflicted with a lung trouble. Without hardly enough money to get beyond the outskirts of New York, we are told, he nevertheless determined that he was going to live and that if he had to walk he was going to get to a climate that would benefit him. We haven't any information as to how he got to the west but we do know that he finally arrived there and began a fight for health and won out so that today he weighs twice his former self and is robust and hearty and what is equally as important he is happy and contented.

Harry England who was one of the Morse boys who went to France, and later returned here and drove the ambulance for a while, went on a western jaunt when he got through here and finally landed in Tulsa where he became a member of the police department. He met Mackin there one day and got the surprise of his life. Harry came east several weeks ago and brought us the news about Bob Mackin. Incidentally Harry says that it's the west for him and that he came east to get his wife to go out there to make their future home.

We extend heartfelt condolences to Daniel O'Donnel of the Timekeeping department over the recent death of his mother, Mrs. Kate O'Donnel who died at the family home, 309 Stanhope Street, Feb. 7, following an illness of four months. Besides her son she is survived by a daughter.

Every conscientious workman should apply the golden rule of production, which is, "Make things for others as you would have others make things for you."

Count a hundred when you are tempted to strike in anger,—but keep your guard up.

At the Old Stand

Weldon:—"Who are you working for now?"

Whitman:—"Same people — wife and four kids!"

SCISSOR THEFTS

Honesty

1—Honesty first, then courage, then brain.—*Theodore Roosevelt.*

2—A promise is a debt.

3—It's just as easy to be honest as to pretend to be.

4—A shady business never yields a sunny life.

5—An honest dollar isn't to be blamed for its tainted associates.

Happiness

1—Those who bring sunshine into the lives of others cannot keep it from themselves.—*J. M. Barrie.*

2—Give us the man who sings at his work.—*Carlyle.*

3—Happiness is largely a matter of habit.—*Frank Crane.*

4—"I have noticed that folks are generally about as happy as they make up their minds to be."—*Abraham Lincoln.*

5—When one gets to love work his life is a happy one.—*Ruskin.*

6—Laugh with, not at folks.

7—To-day is a good day to stop grumbling.

8—It may be trite to say that the only way to get happiness is to give it, yet a lot of people don't seem to have learned it.

9—Happiness is a habit.

Promptness

1—Be on time.

2—The early bird not only catches the worm but gets first whack at the morning newspaper.

3—Have you something to do tomorrow? Do it to day!—*Benj. Franklin.*

4—The employee who is late for work is liable to be late when opportunity comes along.

5—Opportunity knocks for early risers, seldom for late sitters.

Thrift

1—Live within your income.

2—The borrower is servant of the lender.

3—Waste not—want not.

4—Earn before you spend.

5—He that goes a borrowing goes a sorrowing.—*Benj. Franklin.*

6—A dollar saved will be two dollars gained when things get back to normal.

7—Suceess is apt to come to those who count every cent and make every cent count.

8—Loose spending may lead to a tight corner.

Work

1—Employ the time well if thou meanest to gain leisure.—*B. Franklin.*

2—Laziness travels so slowly that poverty soon overtakes him.—*Benj. Franklin.*

3—Luck and work are trains.

4—There is no easy road to less work and more pay.

5—Stupidity is most often the result of laziness. Get busy.

6—Until you learn that work is your best friend—not your worst enemy—you will never get very far—except downhill.

7—Your boss may determine your salary but you yourself determine your work. To get more, make yourself worth more.

Safety Rules for the Office Man

DID you ever stop to think that the Safety movement applies to the office man as well as the outside workman? True, the possibility of injury is not so great, but this is offset in other ways.

The office man is denied some of the benefits of outdoor air; his muscles become soft from disuse, due to lack of exercise. Without these health aids, resistance is weakened and disease is more readily contracted. Health is your greatest asset; without it you will be unable to produce and your job will become too big for you.

Get plenty of fresh air and exercise, eat wholesome food, lay aside worries, and have some changes of interest and occupation.

Remember, it is easier to keep your health than to regain it.

The Hammermill Bond.

Work and the Wisdom of It

I PITY no man because he has to work. If he is worth his salt, he will work. I envy the man who has a work worth doing and does it well. There never has been devised, and there never will be devised, any law which will enable a man to succeed save by the exercise of those qualities which have always been the prerequisites of success, the qualities of hard work, of keen intelligence, of unflinching will."—*Theodore Roosevelt.*

I didn't began with asking,
I took the job and stuck
And I took the chance they wouldn't
And now they are calling it luck.

No Doubt of IT

Yes, prices are high,
And there is lots of sickness,
And no one makes enough money,
And Congress is awfully slow,
And we have more troubles than a dog has fleas,
But—don't let your wishbone get where your backbone ought to be.

The Land of "Pretty Soon"

I know a land where the streets are paved
With the things we meant to achieve.
It is walled with the money we meant to have saved,
And the pleasures for which we grieve.
The kind words unspoken, the promises broken,
And many a coveted boon,
Are stowed away there in that land somewhere—
The land of "Pretty Soon."
There are uncut jewels, of possible fame,
Lying about in the dust,
And many a noble and lofty aim
Covered with mould and rust,
And, oh! this place, while it seems so near,
Is farther away than the moon;
Though our purpose is fair, yet we never get there—
The land of "Pretty Soon."
The road that leads to that mystic land
Is strewed with pitiful wrecks,
And the ships that have sailed for its shining strand
Bear skeletons on their decks.
It is farther at noon than it is at dawn
Farther at night, than at noon;
Oh, let us beware of that land down there—
The land of "Pretty Soon."

Piper's Sentiments

Woman, lovely woman, you're a puzzle, dear to me,
The notions that possess you change
Like winds that whip the sea.
One moment you would own the sun,
With all its light and heat,
The next, you wouldn't have it if we
Laid it at your feet.

This Month We Work

Those of you who are accustomed to consult this corner as a prospectus for days of leisure to come, will this month look in vain. There are no holidays in March—at least, no legal ones. But on the seventeeth don't forget that sprig of green. It will show you haven't forgotten "St Patrick's Day in the mornin'." . . . .

Do You Remember When

The riggers used to have to hunt around the place to find their own rope.

Cy MacLaurin was a carpenter.

James Stephens and Jim Kerr had no real estate.

Mr. Murray was a member of Lloyds and did not say, "Old Top."

Charles Hallock was a dock hand.

The entire office was on the main floor.

Arthur Day was a clerk in the cost department.

Joe Henderson was an office boy.

Mrs. Rees was Olga Sohns and a stenographer.

Charlie Hall was a toolkeeper in the machine shop.

Margaret Shea was a clerk in the disburstment department.

Frank Rose was a cashier.

Ray Murtha was clerk of the black book in the timekeeping department.

The service, employment and timekeeping departments were all in one room.

Kenneth Craig was a foreman in the machinist department.

Ruppert's big scoops sold for four cents in the yard restaurant.

Mrs. Charlie Small was one of our telephone operators.

Jim Coffey was chief clerk in room 106.

Dick Allen was in the timekeeping department.

The payroll department had one time book.

You could draw a few until pay day.

Miss Travers: "Well anyway Mr. Hanbury is a man who has sacrificed much for his belief."

Miss Gatje: "That's the kind of men we need; what is his belief?"

Miss Travers: "He always believes he will be able to keep his next umbrella."

The Office Cat Says—

Ralf Larsen, formerly of the employment office, was caught strutting down third avenue recently swinging a most scholastic brief case. He no longer works but attends college instead and hopes to gain enough knowledge to someday make of himself a first class draftsman.

If it wasn't Gene Bruce, the old Morse wrestler, we met on a subway platform the other day, it was somebody who looked so much like him that we shook hands and said, "Howdy," just for old times sake. He was dressed up like a million dollar gold piece on a spree.

And still devoting some space to old timers—Otis Barene, ex-rigger, paid us a visit last month. He too looks prosperous.

In a cartoon we published last month, we mispelled the word—dining. Some of Mrs. Waterman's sharp-eyed bean-eaters caught the mistake and said that we were all wrong, that the word should be spelled with a *u* because Mrs. Waterman is always dunning them for their meal tickets.

Famous sayings:—"Well I'd wrother have them thin then to have such big ones as hern"—May Kelly. Do your own guessing about what she meant.

Mrs. Waterman attends meetings now and then where questions about industrial dining rooms are discussed. In speaking about one of these meetings recently she remarked: "I certainly was outspoken in my sentiments at that meeting last night." Mr. Want who was listening thereupon asked: "Is it posible? Who in the world outspoke you?" which accounts for the small portion of desert he has been getting lately.

Guess Who Told Us This One

A certain Morse man—"I know now that my wife lied to me before we were engaged." A sympathic friend—"What do you mean? "When I asked her to marry me she said she was agreeable."

They say that Dr. and Mrs. Wynn are some entertainers—what eh!

Frank Brennan still is, in our estimation, the nimblest man in the Morse organization. So quickly does he sizzle through the office corridors that we hardly know it's him, saying hello, before he disappears behind the Cost department door.

Brennan and Bill Monahan, former Dial cartoonist, still are buddies, just like old times. They take a walk together once every week. Gosh, what excitement!

Mr. Benner, Employment Manager, has been seriously sick with the flu but is back on the road to recovery. Tom Plunkett is handling employment matters in his absence.

Pete Bresnan paid the editor a visit recently. He wore one of those new fuzzy grey coats (the Broadway actor kind) and was on his way to a movie show. Some folks sure are lucky.

Undaunted by the furor in the yard caused by his corduroy pants, Lottie Nalon now has a vest to match. But the trousers have grown appreciably shorter. Perhaps it is from them that he got material enough for the vest.

The principal trouble with the easy-going fellow is that it's so hard to get him started.

A business, like an automobile, has to be driven in order to get results.

* * *

Mac Farlane's Precautions

Jimmy MacFarlane went into a dentist's recently and when that gentleman began to work on him pulled out his purse. "Don't bother to pay me now," said the dentist, "wait until I'm through." "Don't fool yer'self," said MacFarlane, "I'm only counting my money before you give me the gas."

What is It?

Al Simondinger says that chop suey isn't what it use to be but what we would like to know is *what* it used to be.

* * *

Wise Cap. Kirby

Dorothea Kirby—"But father, he is a man that you can trust." Her Pa, Capt. Kirby—"Gracious, girl; what I want is one I can borrow from."

Fellow feeling

The new Swedish cook, who had come into the house-hold during the holidays, asked of her mistress: "Where bane your son? I not seeing hem 'round no more."

"My son?" replied the mistress, pridefully. "Oh, he has gone back to Yale. I miss him dreadfully, though."

"Yes. I know yoost how you feel. My brother, he bane in yail saix times sence Thanksgiving."

* * *

Misunderstood

Charlie Jennings to Joe McGuirk, on their way home from work:—"Joe, where do you bathe?" McGuirk:—"In the spring." Jennings:—"I didn't ask when, I asked you where."

Quite Right

Mother:—"Alice, it is bedtime. All the little chickens have gone to bed."

Alice:—"Yes, mamma, and so has the hen."

* * *

An After Thought

"Begorra," said Patsy, "Oi couldn't pay me five shillin's foine, and Oi had to go to jail for six days."

"An' how much did yez spend to get drunk?," asked Mike rather sarcastically.

"Oh, 'bout five shillin's."

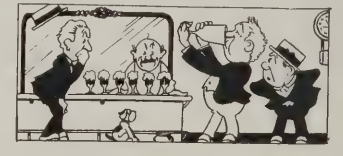
"Yez fool, if yez had not spend yez five shillin's for drink yez'd 'a' had yer five shillin's to pay yer foine wid."

* * *

Before the Volstead Act

Billy Burke, who used to be in the carpenter shop, was discussing old times with Tom Plunkett a while ago. The conversation swung around to the days before water was the prevailing drink, "Some fellows certainly could punish a lot of beer in those days," said Billy. "I remember once we were having a drink on our way home and Henry Rochelle came in and in his breezy way shouted "Gimme, a drink! I'm so thirsty I could drink the place dry." Then one of the fellows, to kid Henry said, "Aw, go an, I'll betcher five dollars you can't drink over seven glasses at once." Of course we expected Henry to come back at him and accept the challenge but instead he left the place immediately. Ten minutes later he came rushing in and said, "I'll take that bet, here's the five dollars. Put up your money."

Well it didn't take Henry long to punish seven big glasses and he got the five dollars. Then some one asked him what he went out for before betting and he replied; "Why you chumps, I went out to see if I could drink seven schooners."



Process of Civilization

"Why do we send missionaries to the savages?" asked Billy McEwen.

"To civilize them," replied Crawford.

"What good does that do them?"

"It educates them out of habits of idleness."

"And what then?"

"They go to work."

"What do they work for?"

"To become prosperous and rich."

"What good does prosperity do them?"

"It gives them leisure and comfort."

"Which was what they had before the missionaries started stirring them up. What's the use?"

"When a Fellow 's Got Only Seams In His Pockets, Then's When He Gits Wise to Thrift."

NOW I ain't much of a philosofer but I got my own idees about some things and one o' them is that if yer want to know the value o' common sense try to borrow a dollar.

This ain't no puzzle, it's plain facts—the best friend yer can have is the ironman yer stow away when it is comin' easy.

Hard luck sure can hit a wallop but the guy who's got common sense ain't going to get hurt so bad when the blow comes.

During the war lots of fellows made enough kale to sink a ship but they acted like calamity and they was always goin' to be strangers. Now look't them!

They forgot that we' got to have storms just like we' got to have milk strikes and shoe laces. Giv' those fellars what they want and they'd ask that their grandchildren be angels before they was born.

I don't like hard times but it's better to have 'em and get over it then to keep on the way we was goin', with lavender silk shirts and vermillon neckties on every heater boy.

Yes siree if you want to know the value of a dollar try to borrow one now.

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The MORSE DIAL

Her Last Port

APRIL 1922

The True Measure of Man

By Bert Barnes

IT IS the theory of those who study the human body that physical growth stops at the age of 40.

After that it becomes a question of repair and replacement.

But with the mind it is different; growth is continuous, and the true measure of man is in the fruition thereof.

As in the case of a tree, man's growth is measured by the vitality and abundance of the things he gives to the world.

In this big industrial organization of ours we have the fruition of one man's vitality and foresight; of his physical and mental growth.

Having used his physical powers intelligently as a vehicle for carrying his mental equipment along the lines of natural development, he has been able to build from nothing an institution which stands before the shipping world as a leader in its field.

And the other day this man reached the age of three score and two years with a keener vision, a sounder body, and a happier philosophy of life than most men half that age can boast of.

All because he had the foresight to live a clean life, apply himself dilligently to the work in hand; save his strength, earnings and reputation, and to smile away obstacles, disappointments and hardships which he knew would confront him.

Long live our chief.

MORSE DRY DOCK DIAL

Vol. 5 April, 1922 No. 4

Romance In Ship Names

JUST as the lore of the race track is interwoven with the names of famous horses, so is the lore of the sea interwoven with the names of the ships that go out from the ports of the world.

Pursuing still further the subject, "Trademarks of the Sea," which featured our leading story in the last issue of *The Dial*, we become more and more impressed with the romance of the study, and have decided to supplement our previous articles with such further information as we have been able to gather.

Tugging at their anchor chains as the warm spring breezes wafted from the Palisades, flit across their decks, hundreds of vessels built during the war by the United States Shipping Board, are lying idle in the majestic waters of the proud Hudson.

On their bows are names that are symbolic of a nation's determination and the world conflagration that brought these "couriers of democracy" into being, but alas if these names were printed one after another they would read like the itinerary of one of the old German bands that used to travel from town to town in pre-war days.

This the greatest fleet the world has ever known, was started with the best of intentions but at a time when the whole universe was in chaos. One of the plans that never materialized was that of giving to each member of this fleet a distinctive name which would identify it with all other units.

Of course, the paramount issue during the war days was to build ships and then more ships as quickly as possible. To stimulate interest in that task and also to increase interest in the Liberty Loan drives, the naming of a certain number of ships after towns which doubled their loan quotas, was authorized. Because of this, we now have Shipping Board vessels such as *City of Alameda, Cecil County* etc.

Perhaps the very first idea for the naming of Shipping Board boats was that evolved by Mrs. Woodrow Wilson. She was asked to name all ships that were constructed and decided that Indian names of places and geographic sections of the country would be appropriate. This system which was kept in effect for quite a long time resulted in such names as *Agawam, Wampum* and *Coyote.*

Now that would have been a very distinctive and original system of nomenclature, but before it was well started the necessity of increasing interest in ship production again loomed up and it was decided that a special concession should be granted whereby a vessel in each yard was to be named after the place where that shipyard was located. Hence we have Shipping Board vessels with such names as *Newburgh, Beaumont,* etc.

Then came the *Lake* boats and those constructed on the Pacific coast. In the former classification, of course, all carried the prefix *Lake.* The *Lake Fariston,* in our yard at different times, will be remembered by many. The Pacific coast boats all carried the prefix *West* i. e. *West Cactus, West Aleta,* etc. To these might be added the *Fort* class; all ships the names of which are preceded by the word *Fort.* Such vessels can immediately be recognized as Ferris type wooden ships.

This practically concludes the Shipping Board system of nomenclature. If you learn those classifications your knowledge will probably far exceed that of the average sailor or harbor worker. But for those who wish to know all or nothing at all, it might be mentioned in passing that thirty steel vessels were constructed in Japan for the Shipping Board, all with the prefix *Eastern*. The few 13,000 ton passenger ships built are easily distinguishable because they bear the nick-names of states. Some of these names most easily brought to mind are, *Pine Tree State, Hosier State, Old North State, Panhandle State*, etc., the later two of which were recently in own yard. There are two well known exceptions to this rule which we must bring to attention; the *American Legion* and the *Southern Cross*.

Turning from Shipping Board vessels to those of the United States Navy, we find a much easier problem confronting us. In fact, it is quite generally known that all battleships are named for states of the Union while armored cruisers are named for cities. Destroyers are named for distiguished naval officers, submarines are known only by letter and number, colliers are given names from Greek mythology, oil-carriers have Indian names of rivers and repair ships carry the names of distinguished engineers.

In the Army Transport service there is a distinctive fleet, the boats of which can generally be distinguished because they are named for noted army generals such as Grant, Sherman, Sheridan, Von Steuben. Here again however the war breaks in to mar the process of naming for during that unpleasantness the Shipping Board built quite a number of transports for the Army, popularly known as the Hog Island transports. All of these were given the names of some battle field in France.

Army mine planters are named after deceased generals of the Coast Artillery Corps; army ferry boats and other harbor craft of 100 feet or over are usually named for deceased colonels. Quarter-master craft, small mine layers and tugs carry the names of deceased majors, while launches are christened in honor of deceased captains. These are the main divisions of the Army's marine division.

With all this data to digest it seems inhuman to add information which because of its minor importance will probably be forgotten yet, just to keep the records straight, it may be well to bring to attention the fact that the government operates several other independent fleets. The United States Coast Guard Service is an important branch of our government's maritime activity. Most of the cutters in this service carry names of Indian origin. The recently constructed and much discussed *Tampa* is a notable deviation from this rule.

Since the war many of these boats have also been named after officers and men killed in action. Another interesting branch is that of the United States Bureau of Lighthouses. Tenders of this division are given botanical names while lightships are given the names of localities to be marked and also carry a number. The United States Coast and Geodetic Survey employs a fleet of vessels most of which carry a name that indicates the nature of their employment. In this fleet we have such ships as the *Surveyor, Pathfinder* and *Fathomer*.

To return again to the names of privately operated boats, it is interesting to note that the Pan American Petroleum & Transport Company, whose boats are familiar to all Morse workmen, are generally named after the executives of that company.

In its excellent fleet of tankers we have the *Norman Bridge*, the *Charles E. Harwood*, the *Paul H. Harwood*, the *Herbert G. Wylie* all named for vice presidents of the company; *E. L. Doheney*, named after the president and guiding genius of the company; *E. L. Doheney, Jr.*, for the vice president and treasurer; *E. L. Doheney III* and others as follows: *J. M. Danziger, S. M. Spaulding, George G. Henry, George W. Barnes, Oscar J. Bennet*, secretary and assistant treasurer.

Skim through Lloyd's Register and you will find listed under the name of the A. H. Bull & Company, the *Edith* which appeared on our worksheet lately. Most of their boats are named after the gentle sex and among "those present" are *Helen, Dorothy, Beatrice, Evelyn, Carolyn, Ruth*, boats that are a credit to their owners.

Looking through the same valuable source of information we are impressed with the choice of names given to the boats of the Booth Steamship Co., Liverpool, and we suspect that that company has chosen the happy idea of naming its boats after the famous personages of ecclesiastical history, such as Saints and Monks. We find the name of *Aidan*, who was a Monk of Iona and introduced Christianity into Northumbria. Then there is *Benedict*, an Italian ecclesiastic and founder of western monachism. *Cuthbert*, is another name, and there again we have an English Monk, missionary in Northumbria. *Denis*, the patron Saint of France, is represented in the list, and the English Benedictine Monk and statesman, *Dunstan* stirs our interest. Others in the list are *Hubert*, a bishop of Maastricht and Liege, the patron of hunters, said to have been converted to asceticism while at the chase on Good Friday, by the vision of a deer with a golden cross between its antlers; *Justin*, a Greek father of the Church, probably beheaded in Rome under Marcus Aurelius; *Pancras*, a Christian boy martyr for whom a famous church in London was dedicated; and *Stephen*, first king of Hungary who established Christianity in that country.

The boats of the Ellerman & Bucknall Steamship Company of London, can readily be identified by the words "City of" before each name. Thus we have *City of Adelaide*, a vessel in the yard last month, the *City of Newcastle*, well known to Morse workers; the *City of Oran*, the *City of Winchester*, the *City of Chester*, the *City of Shanghai*, the *City of Cambridge*, the *City of Edinburgh*, the *City of Bombay*, and so on.

Then there are the *Hall* boats of the same company, the *Walton Hall*, the *Merton Hall*, the *Sandon Hall*, the *Newby Hall*, the *Crewe Hall*.

Sir W. R. Smith & Sons, operating the St. Just Steamship Co., Ltd., name their boats by using the suffix *City*, such as *Bradford City, Eastern City, Devon City*. Boats of the Leeds Shipping Company can be distinguished by such names as *Bradavon, Bradburn, Bradclyde*, etc.

Cayzer, Irvine & Co., Ltd., operate boats known as the "Clan" boats, *Clan McBrayne, Clan McInnes, Clan Robertson, Clan Cumming*.

Again we have the "Saint Boats" among those operated by Rankin, Gilmore & Co. Ltd., Liverpool: *Saint Patrick, Saint Bede, Saint Dunstan*, and *Saint Michael*.

In the last issue of the *The Dial* we mentioned the fact that the terminal ending on the names of the White Star vessels was "ic," and usually it will be found as a suffix to geographical names, *Britanic, Olympic*, etc. It is interesting to note that Andrew Weir & Company of London use the suffix "ric" on their boats, *Aymeric, Boveric, Comeric, Haleric, Lueric, Naneric, Roseric, etc.*, boats that are familiar to Morse workers.

The Union Castle line operates a fleet of vessels known more or less as the Castle ships and we find that after all there is an answer to the question: "What's in a name?"

"Madawaska" Boilers Removed Piece-meal

THIS story and the accompanying pictures take us back to the stirring days of 1918 when several of the German ships seized at the outbreak of the war between the United States and Germany came to the Morse plant for reconditioning as army transports.

The return to the Morse plant of the *S. S. Madawaska* of the United States Army Transport Service, has renewed interest in the unusual work performed on the German ships during the war following the extensive damages done to them by their own crews.

The *Madawaska,* originally the *Koenig Wilhelm,* represents the second largest ship repair contract awarded in recent months, and is giving employment to hundreds of men, but apart from the interest thus occasioned, there is still further interest in the unusual work being performed on her now. Figuratively the boat is being disemboweled, an inelegant way of putting it but no word more graphically describes just what is going on within the sturdy hull of the renown vessel.

The sensations one experiences upon entering the lower regions of the ship are not unlike the sensations of entering the caves under Niagara Falls. And the impressions one gets after arriving at the bottom are not unlike those which fill the mind as one travels through the tortuous turns of a hugh cave.

The din of the chipping and drilling tools and hammers of the mechanics, drowns out the rhythmic sound of the waters of the bay lapping the sides of the vessel, but the eye soon makes one aware that he is standing on the very bottom of the ship.

Within this cavernous hole the burners torch is being applied to such metal as is necessary to remove; the riveters gun is fastening new bulkheads to the ribs of the boat, the pipefitter with his tackles and wrenches is shifting or repairing the vital arteries of the ship's plumbing system, and so it goes all day long, to the end that the vessel will sail forth again within another month or so, rejuvenated with a new set of boilers and new machinery.

The first phase of the work aboard the *Madawaska* was one of destruction. The three old Scotch boilers had to be removed and to do that in the quickest possible time required their complete destruction into small pieces. It was not practical to raise them intact out of the vessel as is usually done because that would have required the removal of a smokestack and much superstructure, and so the burners torches were applied. When it comes to getting things done the Morse burners know their business and within a few days after the task was started over 400 tons of metal were taken out.

The accompanying pictures show the burners at work on tops of the boilers during the first day and the havoc they had wrought twenty four hours later, with the entire tops of the old boilers completely cut away. A day later the task of removing the boilers was so far along another gang of workmen moved in to begin the work of replacing bulkheads and rearranging the space for the new set of boilers.

All the time this work was in progress in the boiler room machinists were engaged in overhauling the engine, plumbers and pipe fitters were busy with their respective jobs, and the *Madawaska* became the magnet for hundreds of men assigned to the stupenduous task of reconditioning the big ship.

The scene is not unlike that when the *Madawaska* came to the yard in 1918 as the *Koenig Wilhelm.* The vessel was one of 109 German ships seized when America declared war against Germany. All of them prior to their seizure had been damaged by their German crews with the avowed object of making them useless to this country. Due to the patriotic zeal and the skill of the American ship repairer every one of the boats was repaired and made serviceable.

The *Koenig Wilhelm* was one of the more important boats of that fleet and had been more seriously damaged than most of the others. The Morse Company repaired twenty four of the 109 boats, but the *Koenig Wilhelm* contract was the most interesting because of the serious damage that had been done.

It became an established fact that the German crews acted under orders in impairing their own vessels and they expected that it would take the American mechanics from eighteen months to two years to put the boats back into service.

Within eight months however every one of the 109 vessels was sent to sea, thus giving to the Allied cause 500,000 gross tons. So skillful and thorough were the repairs, every one of the boats went through the strenuous days of the war without mishap from defective machinery. The task of making the repairs required many unique methods in patching and welding broken parts and replacing all of the standard parts which the Germans detached from their

Burners at Work Cutting Boilers on the *Madawaska.* Center Picture Shows Result of 24 hours With the Torch

The Three Scotch Boilers on the *Madawaska* were Cut Into Pieces and 500 tons of metal Carried Away.

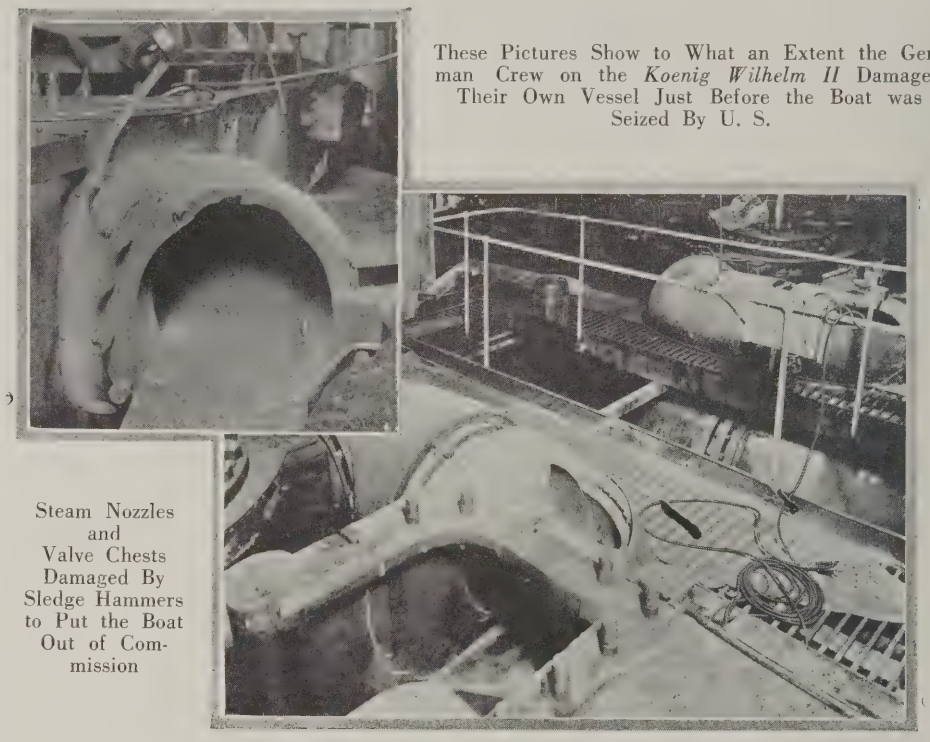
engines, and destroyed or threw overboard.

The scheme of ruin was cleverly devised and ranged from the plugging of steam pipes to the utter demolition of the boilers by dry firing. Before each boat could be put to sea as a matter of precaution the entire machinery was dismantled for inspection to eliminate the chance of concealed damages.

Pipes were artfully plugged, steel nuts and bolts were concealed in delicate cylinders, ground glass was found in oil pipes and bearings; fire extinguishers were filled with gasoline. On only one ship was a record of the damage done ever found. A memorandum written in German was picked up on one of the boats and gave a complete record of the destruction done.

In making the repairs to the *Koenig Wilhelm* three methods of patching were used: electric welding, oxy-acetylene welding, and ordinary mechanical patching, the latter often being welded as an extra precaution. After the repairs tests were made at the docks, where the ships were lashed firmly to the piers. Later each boat was given a thorough sea trial.

As the war depleted Germany's manpower it was natural that her ship crews gradually became more and more inefficient and this fact was clearly evident when the boats were inspected after their seizure. In case of the *Leviathan*, formerly the *Vaterland*, the machinery was so run down the German crew evidentally didn't consider it necessary to do much additional damage. The 46 boilers in her showed evidence of poor handling. The presence of a great amount of oil indicated poor marine practice in her operation.



These Pictures Show to What an Extent the German Crew on the *Koenig Wilhelm II* Damaged Their Own Vessel Just Before the Boat was Seized By U. S.

Steam Nozzles and Valve Chests Damaged By Sledge Hammers to Put the Boat Out of Commission

The *Koenig Wilhelm* was sent to the Morse yard with most of her steam nozzles and steamchests broken. The accompanying pictures give some idea of the repairs made on her. So thorough was the work then done that none of these parts have to be replaced now.

Morse Efficiency Wins Again

EVERY now and then a rush job comes into a ship repair plant which furnishes a real test of the resourcefulness and efficiency of the organization back of that plant.

Read the following chronogical record of the recent installation of a complete laundry equipment on board the *S. S. George Washington*, by the Morse Company:

February 9, 3.30 p.m., specifications received.

February 10, 11.30 p.m., bids opened, and contract awarded.

February 12, 11 a.m., ship docks at her pier in Hoboken.

February 12, 1 p.m., repair men get their finst opportunity to begin work.

February 14, 10 a.m., ship sails with laundry completely installed and in working condition.

And here's what our repair men did in the limited time at their disposal, working under conditions which prohibited them from getting the machinery and equipment aboard except at certain hours when the stevedores were not engaged in the task of loading the vessel:

Removed berths, standees, lockers, table and bench, stowing same in other parts of the vessel, from firemen's quarters which were occupied by the crew up to the very minute the installation began.

Installed one washer, one extractor, one starch cooker, one ironer, four garment presses and one ironing board, also two ironing boards located outside of the laundry space.

Conditioned and installed 5 H. P. motor, properly enclosed to protect it from steam, together with all electrical work, pulleys etc.

Furnished and installed line shaft and four pulleys with required hangers and belts.

Furnished and installed all steam and return piping, valve traps, etc., for a minimum steam pressure of 60 pounds and a maximum pressure of 80 pounds; steam traps; slop sink, hot and cold fresh water piping, valves, etc., water heater and all necessary piping; deck drain and strainer, and drainage piping, valves, traps, vents, etc.

Furnished and installed all electrical work and fixtures, including four steam tight lights.

Furnished and installed all necessary foundations for the equipment, holding down bolts, and necessary repairs to the sheathing, wood bulkheads and vent trunk, deck covering tiling, etc.

Cut opening in the bulkhead and sheathing at hatch side large enough to pass equipment through, then replated the opening and restored the bulkhead and sheathing to its original condition.

Painted all new work and such old work as was necessary.

Replaced label plate over the door with one which read: "Laundry."

The contract called for a completion of the work by 8 a.m., Feb. 14, but the ship was delayed almost twenty four hours in reaching its pier because of a heavy fog and the Morse workers completed their task, working night and day, in less than 45 hours of actual working time.

This is a record that they may well be proud of.

The *George Washington* which the Morse Company reconditioned twice during the war for the use of President Wilson on his trips to France, was chartered to Raymond & Whitcomb for a winter cruise to the Mediterranean, and the special laundry equipment was installed to accomodate the passengers on that trip, which was scheduled to take two months.

The special laundry equipment was furnished by the Shipping Board who had purchased it and had had it delivered at her pier. It had to be placed advantageously in a space 20′ x 22′ and it was no easy task to accomplish the installation in such cramped quarters with 20 men to do the work.

The steam and exhaust piping alone required 300 feet of pipe installation. To restore the plate that had to be cut away to make a hole for admitting the equipment it was necessary to work only during the noon hour and 36 rivets were driven in the time at the disposal of our mechanics.

The *George Washington* made one of the quickest "turn arounds" for a vessel of her size, in the history of maritime shipping. To accomplish this stevedores and workmen were engaged continuously day and night and the vessel sailed with 652 passengers on a voyage that promises to be a romantic one inasmuch as there were 426 female passengers and only 226 males with 155 unmarried women, many of them debutantes.

The boat was scheduled to stop at the Azores, at Maderia, Cadiz, Gibraltar, Algiers, Palermo, Naples, Athens, Constantinople, Beirut, Naifa, Alexandria, Cerfu, Cattaro, Corsica, Villefranche, and Cherbourg.

Capt. Harold R. Cunningham is in command of the boat and when he brought her into the port for conditioning for the voyage he made the boat fast in exactly 70 minutes, proving once again that Capt. Cunningham knows how to handle a ship.

The boat sailed away with three experts to operate the newly installed laundry.

The Shipping Board officials were so appreciative of the manner in which the Morse Company handled the job, one of the officials personally telephoned his thanks.

The contract came to the Morse Company which had bid $2560 on the job. The other bids in competition with ours were: Atlantic Basin, $2639; National $4,467; Tietjen and Lang, $3,490.

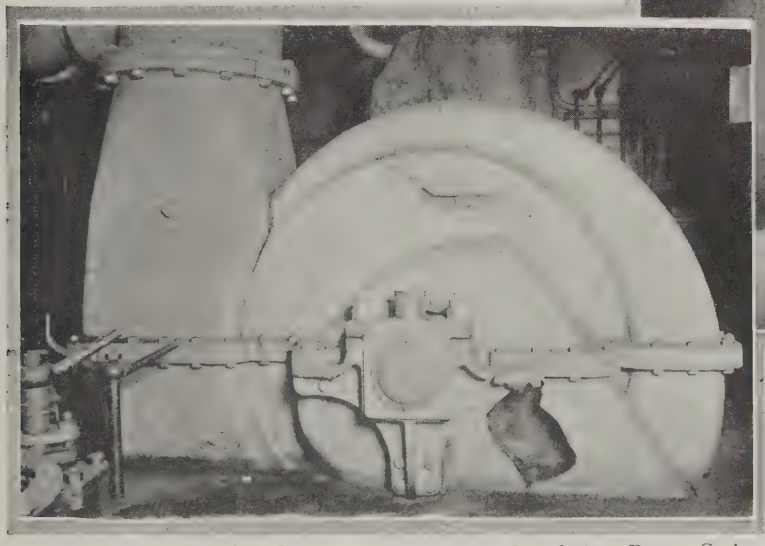
"Old North State" An All-Cabin Boat

TO meet a growing demand for a service within the reach of individuals of moderate means, the Shipping Board and the United States Lines, have planned to convert the "State" steamers running between New York and Europe, into cabin boats carrying only one class of passengers at a rate as low as $120.

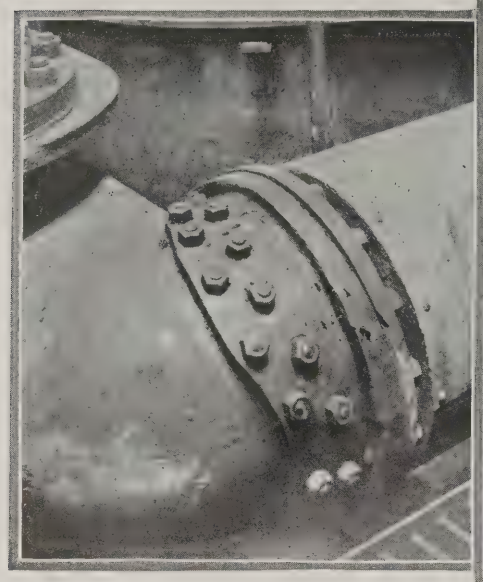
This special service makes it possible for school teachers and people in other similar walks of life who are eager to visit the foreign lands, to go abroad during the summer months without incurring expenses beyond their reach, and yet enjoy all of the comforts afforded by many of the bigger and more luxurious liners.

It was the privilege of this company to recondition the first of these boats for this service. When the *Old North State* sailed away from our yards March 11 for her pier in Hoboken to take on the many passengers who had booked for the trip which began March 14, she had accomodations for 152 passengers besides her crew. Each room was provided with beds for four persons by the addition of upper berths. These rooms, while necessarily small, were none the less comfortable with everything that one would find in the best of hotels, electric fans, hot and cold fresh water, shower baths, and good sized closets, windows instead

Typical Vandalism on the *Koenig Wilhelm*, now the *Madawaska*

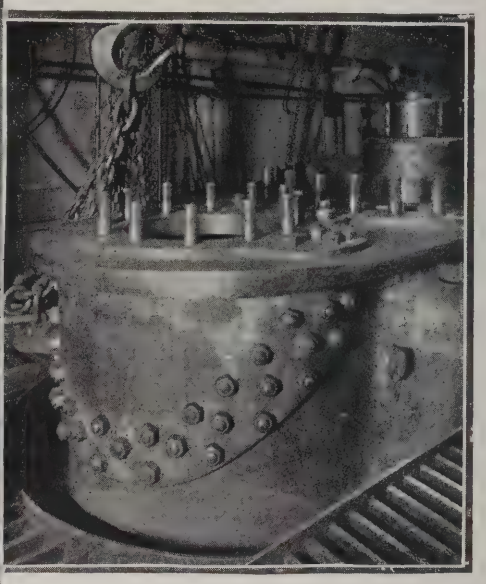


Circulating Pump Casing on *Koenig Wilhelm II* smashed by Battering Ram of Sledge Hammer; Repaired by Electrical Welding Process



Patch on Port Low Pressure Steamchest Nozzle

Port High Pressure Steamchest Patch



Patch on Starboard High Pressure Steamchest

of portholes. Renovated throughout and refurnished and redecorated the boat instantly won the admiration of all who visited her before she departed.

The *Panhandle State* was in the yard at the same time undergoing a bottom job which required the fairing and riveting of several plates; repairs to her propeller blades and to the port tail shaft, and more or less overhauling and cleaning, deck calking and galley improvements, preparatory for reconditioning for service similar to the *Old North State*, and the other so-called *State* boats.

Some of Our Recent Visitors

The Minnekahda of the International Mercantile Marine, paid us a brief visit recently during which time she was dry docked for inspection and is expected to return to the yard after her present voyage for repairs to her tail shaft.

The *Mount Carrol*, is an old friend who favors us with a call every now and then. She recently underwent a calking job here.

Of all the ships that come to the yard those which hail from the Scandinavian countries invariably have most romantic names. Some of those we became familiar with recently were the *Thode Fagelund*, a name that is very pleasing to the ear; the *Hallgjerd*, the *Modena*, and the *Anna Sofia*.

The *Coastwise*, which has been laid up all winter, came to our plant last month for reconditioning before joining the fleet of the Coastwise Transportation company which includes the *Bristol, Hampden, Middlesex, Norfolk, Suffolk* and the *Transportation*, all of which were recently purchased from the United American Lines.

They dry docked the *Editor* recently; not the editor of this publication, but a boat by that name, which originated in one of the Pacific coast plants during the war. The *Editor* which is a Shipping Board boat, underwent cleaning, painting and examination for bottom defects. There were 430 tons of grain in her No. 3 hold when she was raised.

Some riveting was done and more or less repairs to her rudder, bulkheads, plumbing, engine, tanks etc. In fact the repair list made quite a sizable worksheet in itself and the boat had to be finished within limited time for her delivery back into the water by Feb. 28.

The *S. S. Madawaska*, an English vessel, upon which we did work at Pier 3, Bush Docks, sailed away just about the time the Army Transport *Madawaska* came to our yard for general overhauling.

The Yankee Arrow of the Standard Oil Co., of New York, and the *Somerset* of the Standard Oil Co., of New Jersey, were two of several Standard Oil boats upon which work was done during the past several weeks.

We always feel a particular interest in the boats of the Pan American Petroleum Co., which by the way are among the best-kept boats on the high seas. This Company knows the value of keeping its vessels in good shape, which accounts for the success which that company has and is attaining in the operation of its large fleet of ships. The *Charles E. Harwood*, the *Franklin K. Lane*, and the *Frederic Ewing*, received the attention of Morse workmen recently.

The *Franklin K. Lane* was named after the late Franklin K. Lane who was Secretary of the Interior in Pres. Wilson Cabinet and who afterwards became one of the Vice Presidents of the Pan American Petroleum & Transport Company.

Quite extensive repairs and reconditioning was done on the *S. S. Lake Gilboa*, another Shipping Board vessel, during February.

Some of the Japanese boats whose names have graced our worksheet in the past month were the *Biyo Maru, Rangoo Maru, Sanuiki Maru, Toba Maru*, and *Uralsan Maru*.

Japanese Shipping Men Visit Our Plant

SHIPS from all corners of the globe come to the Morse plant for repairs and of course that means that we receive many interesting visitors in the course of a month or two, and it is always a happy moment in the Editor's workaday life when these visitors from far off countries drop into the editorial sanctum.

The other day Capt. K. Teramoto, captain of the *S. S. Toba Maru* called, accompanied by Kent Okasaki, our Japanese representative, who never forgets to bring his Japanese friends to the plant for an inspection. Capt. Teramoto is widely known in Japanese shipping circles, having followed the sea for many years. He brought over from Japan on his last trip a 7000 ton cargo of dry goods and 120 tons of cocoanut oil. He made the trip to New York in 45 days, stopping off at San Francisco for two days. After the necessary repairs his ship sailed for the land of the "Rising Sun" with a cargo of building material, iron and steel, and a large consignment of tobacco which he took on at Norfolk.

The oldest Japanese newspaper published in New York and widely circulated among all of the Japanese in America as well as among those who come to this country as sailors on Japanese merchantmen, is the *Japanese American Commercial Weekly*. We were recently favored with a visit from the publisher of that paper, G. J. Kozai. Mr. Kozai had heard a great deal about the Morse plant because his fellow countrymen who bring their ships here for repairs had spoken to him of it and he was anxious to get a first hand idea of the magnitude of our industry.

Mr. Kozai is doing a most constructive work in behalf of the Japanese people who come to this country. He devotes a great deal of time to welfare activities and has virtually established an agency to which any Japanese can turn for assistance of all kinds.

Two other prominent Japanese visitors within recent weeks were Y. Sazumura, a colonel in the Japanese army, attached to the Japanese delegation at Genoa, and A. O. Huga, of the Asano Shipbuilding Company of Japan.

Old Friend Publishes Poem

EMPLOYEES of the Morse Company who were here during the time the *Huron* was undergoing reconditioning, will be interested to learn that Capt. Alexander C. Corkum,, who became well known to many of us, has recently issued a book of sea poems that is attracting considerable attention. It is entitled "Musings of a Mariner," and dedicated to "a lifelong inspiration and sweetheart—my wife." It is saturated with the tang of the sea. Capt. Corkum, is a Novia Scotian and embarked on a seafaring career early in life. He served his apprenticeship on sailing vessels, finally transferred his affections to steam and worked his way up to that of master. During the war he was transport commander. Since then he has been sailing as commander of the *Huron* for the Munson line, and late as commander of the *American Legion* which plies between New York and South American ports.

Poetry is his form of diversion. In off time he dashes off verses that are rich in the lore of the sea and it was upon the insistence of his admirers that he finally consented to have them printed. Here's one of the poems, entitled:

"Outward Bound, a Watch Song"

I am sailing tonight o'er the sea, my love,
I am sailing tonight o'er the sea;
And the beaconlight o'er the lee, my love,
Is flashing its farewell to me.
And here as I gaze on its lingering rays,
As they fade, slowly fade on my view,
Sweet visions appear my spirits to cheer,
They are visions of home and you.

I am sailing tonight, I am sailing tonight
From my home in the Land of the Free;
And whatever the care I am destined to bear,
You will brighten my vigiles at sea.

I am sailing tonight o'er the sea, my love,
I am sailing tonight o'er the sea;
And the beacon-light o'er the lee, my love,
Has flashed its last farewell to me,
And naught greets my sight save the orbs of the night
In the limitless circle of blue;
Yet faintly I hear a sweet voice that will cheer
'Till I once more return unto you.

I am sailing tonight, I am sailing tonight
From my home in the Land of the Free;
And whatever the care I am destined to bear,
You will brighten my vigile at sea.

Employees Association Elects Officers

JUST as this issue of *The Dial* went to press the Employees Association was holding its annual election of officers. Hugh Mc Quillen was elected president and Hugh Callahan, vice president; Edward Hannavin was re-elected secretary and Mortimer W. Mead, was re-elected treasurer.

A complete story of the campaign and election and also a review of the Association's work during the past year will be published in the next issue of *The Dial.*

Words without thought are dead.

Our Viewpoint from the Masthead

THE MORSE DRY DOCK DIAL
A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company and the interests of the Company.
BERT EDWARD BARNES, Editor.
Vol. 5 No. 4

How Big Salaries are Won

RECENTLY we read in one of the many publications coming to our desk an interesting story of three brothers who went to work for the same company, each starting in for the same salary. A year or so later one of the three brothers was receiving $100 a month; the second $200 a month and the third $300 a month. This difference in salaries rather amazed the father of the three young men and he called on their boss to satisfy his curosity.

The boss was very glad to receive the inquiry but said he would let the young men answer it themselves and pressing a button he summoned the youth who was getting $100 a month.

"I understand the *Oceanic* has just docked," said the employer. "Please go down and get an inventory of her cargo."

Three minutes later the young man returned. "She carries a cargo of three thousand sealskins," he reported. "I got the information over the telephone from the first mate aboard the boat."

"Thank you," replied the boss," that will be all for now," and he again touched the button and asked the young man receiving $200 to report to him.

"I wish you would go down to the dock and get an inventory on the *Oceanic's* cargo," were his instructions to the second youth, who departed on his mission and returned an hour later with a list showing that the *Oceanic* carried 2,000 sealskins, but that she also had 500 beaver and 1,100 milk pelts.

The employer then summoned the third brother to whom he gave the same orders. This youth who had learned the secret of earning a high salary did not return for three hours; in fact the office had closed for the day, but his father and the boss were waiting when he arrived.

"The *Oceanic* carries 2000 sealskins," reported the youth. "The skins are offered at five dollars each so I took a two day option on them, and I have wired a prospect in St. Louis offering them to him at seven dollars. I expect to have his order tomorrow. I also found 500 beaver, which I sold over the telephone at a profit of $700. The mink pelts are of poor quality so I didn't try to do anything with them."

"That's fine, my boy," said the boss. When the young man had gone and the father had come out of his hiding the employer smiled as he said: "You probably noticed that the first boy doesn't do as he is told. The second boy does as he's told while the third does without being told."

High Living Must Go Down

THE farmers of this country, constituting one third of our population, are selling their produce at prices lower than in 1914. They are paying from 60 to 100 per cent. more for manufactured articles than they are obliged to buy.

Corn and wheat are being burned in the United States. Millions of people are starving in Europe and Asia; yet hundreds of ships are lying idle or being sold for junk.

A vast multitude of people are out of employment in this country and many more in other parts of the country yet in the United States railroad wages, wages in the building trades and other industries are high and the workers are fighting to prevent reductions.

In the ship repair business wages today are fifty per cent higher than in 1914 despite two wage cuts, whereas the production records are under those of 1914.

Before the World War the total wealth of the world, in round figures, was one thousand billions of dollars.

During the war 250 billions of that wealth was destroyed, and debts amounting to at least 250 billion were created, which means that half the wealth of the world was destroyed or lost in debts.

The standard of living is generally based on the per capita wealth of the people. The total population of the world is around 2000 millions of people. With a total wealth of 2000 billions of dollars then the per capita wealth before the war was $500.

If 500 billions of dollars have been lost as a result of the war then the per capita wealth has decreased to $250 which means that the standards of living are correspondingly lower. Remember, the average standard of living depends upon the amount of wealth produced and saved. That being true then to return to conditions parrallel to what they were before the war, every one must produce one half more efficiently for each dollar earned and saved.

In some parts of the world the standards of living are different. In China for instance the standards of living even before the war permitted simply a bare existence for the vast majority of people in that land. Reduce standards and people starve, which is just what is taking place.

Fortunate indeed are those of us who live in the United States, but we should not expect that we are not going to get through the circle without some hardships. Wage reductions, tight money conditions, smaller returns for our labors, all those things are natural. They are not controlled by any other than economic laws.

Let's Give Them to 'Em

A BILL has been introduced in Albany, which if passed, would provide badges for every member of the state legislature. We think this is a fine idea and we respectfully suggest that our worthy lawmakers give the contract for making these badges to our sheet metal department. This would have the effect of furnishing employment for many of our workers who are now getting only part time.

Of course some people are going to ridicule this idea of badges for our legislators but it should be realized that much good would come from the plan because it will enable an ordinary individual to distinguish the men who are responsible for our rules of conduct. And that is very important. It isn't fair to the assemblyman not to be able to distinguish him from the average run of mankind. Let him get mixed up in a crowd of bootleggers for instance and it is next to impossible to distinguish him from the rest. That would be changed if suitable badges are worn. By all means let's spend a million dollars or so on appropriate badges and then provide a badge shinning parlor at the State House to keep the badges well polished.

In Your Own Back Yard

HERE'S a story worth retelling. Russell Conwell, the great Philadelphia preacher got it from a camel boy in Arabia.

Once there was a man who, for lack of better name, we'll call Murad. He was forever restlessly searching for wealth. Diamonds were his hobby and hearing that many of them could be found along the banks of a certain river, he left home in search of them. Years passed in vain endeavor and, at last, crippled from disease and exposure, Murad drowned himself.

At just about the same time, Murad's younger brother who had stayed at home to take care of the aged mother was walking about the yard when he stumbled upon a great brilliant stone nestled in the sand. It attracted him and he kept it as a souvenir. Neighbors came and admired it. Then a wise man dropped in one day and proclaimed it to be a diamond.

"This cannot be," said Murad's younger brother, "for my brother spent his life searching for diamonds and traveled over many lands in vain. Surely, with diamonds so near at hand this would not have been necessary."

But it was true. Murad's back yard was full of diamonds. On his premises the greatest diamond mine in the world now stands. Murad was so sure nothing so wonderful could be found near home that he hadn't bothered to look.

This story although told by an uneducated Arab boy, has a moral quite universal. Opportunity surrounds all of us. It is not necessary to travel afar. We may not be able to dig diamonds in our back yards, but the opportunity for wealth and happiness is just as near at hand if we only take the trouble to look about us.

Russell Conwell has written a book called "Acres of Diamonds." If you feel discouraged get it and you'll be glad that you did.

Friendly Words from England

NOT for a long time has there been uttered across the water words that should give as much keen satisfaction and pleasure to the American shipping interests as those spoken by Sir Frederick Lewis, Bart., president of the Chamber of Shipping in England, at the annual general meeting of that organization recently, when he said:

"A great deal has been said and written about the United States merchant fleet, and I am very glad to have this opportunity of assuring our friends across the water of one thing. British shipping interests have been pointed to as being the greatest opponents of the United States merchant marine, and it has even been suggested that active but secret propaganda is being conducted or encouraged from this side of the Atlantic. If such is the case, I for one have never seen or heard any evidence of it, and I can say with confidence that it does not exist. Even in the United States, this propaganda, which is said to be more harmful to good relationships between the United States and Great Britain than the most effective German propaganda during the war, has never, so far as I know, been more clearly defined than by vague references to articles in English newspapers. Of course certain newspapers in every country will make trouble, whenever and wherever they can, apparently in the hope of exciting the interest of their readers, but the real shipping interests of Great Britain have no such feelings as are imputed. We appreciate to the full the circumstances under which the United States became possessed of her present great merchant fleet, and we appreciate also the aspirations of the American people. We know that its construction followed an urgent appeal for tonnage from this country, and it would have been both futile and unreasonable to expect its destruction at the termination of hostilities."

This indeed is a friendly speech and its utterance by so able and prominent a shipping man as Sir Frederick Lewis, Bart., bespeaks its sincerity. The American shipping interests are thus assured of a friendly feeling that should not be lost sight of.

Employees Association Directory

Officers

President, HUGH McQUILLEN
Inside Machinists Department

Vice-President, HUGH CALLAHAN
Dock Hands Department

Secretary, EDWARD HANNAVIN
Brass Storeroom

Treasurer, MORTIMER W. MEAD
Office

Shipping Notes Gathered Here and There

Shark Caught In Keel

WHEN the *S. S. Minnesotan*, went into dry dock March 16 for bottom repairs, a small baby blue shark, was found caught by the tail in a bilge keel that had been torn off. The shark measured about two and a half feet long. It was dead and despite the notorious reputation of its family won more or less sympathy from the members of the hull department who discovered and removed it. "Poor devil didn't have a fightin' chance after it got its tail caught in there," remarked Billy McEwen.

The *Minnesotan* came in for extensive repairs following a coast to coast run during stormy weather in which she suffered more or less ice damage.

Skeptical about the Leviathan

Some of the English shipping papers are skeptical about the successful operation of the *Leviathan*, after that vessel has been reconditioned, in competition with the old-established British rivals, the Cunard and the White Star Lines. They point out that the *Leviathan*, if put into service between Southampton and New York, will have to compete with such boats as the *Aquitania, Berengaria, Mauretania, Majestic, Olympic* and *Homeric*, and their skepticism seems to have some basis in fact when one considers that imposing array of passenger ships, but it is barely possibly that with necessary changes in some of our shipping laws which will tend to reduce operating costs; with an awakening of the American people to the real need and desirability of an American merchantile marine; with the probability of an adequate ship subsidy, and with the return to better economic conditions the world over, the *Leviathan* will not be the white elephant that some of our good English friends predict. At any rate it seems desirable that this country have on the high seas at least one of the huge boats in existence.

Why Work Is Scarce

The Cairn Line of steamships, a British concern, has issued a report of its directors for the year ending December 31, 1921 which contains this significant accounting of its repair and tax expenditures: "1919—140,000 pounds; 1920—130,000 pounds; 1921—17,839 pounds."

A study of these figures should convince the most skeptical employee that repair work has fallen off to almost nothing, and perhaps we can find at least one reason in the speech delivered by Sir Frederick Lewis, Bart., president of the Chamber of Shipping, England, and chairman of the Furness, Withy & Co., Ltd., and associated companies, before the 45th annual general meeting of the Chamber recently. He said:

"Repairs are still costing far more than in prewar days. It may safely be said that many vessels are now lying unrepaired because the cost of repairs would exceed the value of the ships when repaired."

These statements have to do with conditions in England where repair rates are lower than here. According to the latest official figures there are 126,280 shipyard workers out of employment in England. Conditions in this country are parallel, and yet there are employees in the ship repair industry who can see no justification for reductions in the cost of repair work.

Every factor that tends to keep the cost of repair work beyond the reach of the shipowner and operator is keeping the shipyard workers out of employment. When the cost of repairs, the greater per centage of which involves wages, are reduced to a reasonable basis, the shipping industry will get back on its feet, the shipyard worker will have employment and we will return again to the days of contentment.

Great Northern for Pacific Trade

The Admiral Line, one of the largest and most successful ship operating companies in this country, is reported to have purchased from the Shipping Board, the steamship *Great Northern* which was recently released by the Navy Department. The boat for which $1,250,000 is said to have been paid, is to replace the sister ship *Northern Pacific*, recently destroyed by fire off the Atlantic coast. The *Great Northern* will be completely reconditioned to carry 600 passengers for Pacific coast trade, where she will compete with the fast train service between Seattle, San Francisco and Los Angeles. The *Great Northern* is said to be one of the fastest ships of her size in American waters, having established the war-time speed record between New York and Brest, making the trip in eleven days. She was used for a time as the flagship of the Atlantic fleet.

New Ships In Commission

It is interesting to note several new ships that have come into service since the first of the year. The new Canadian Pacific liner *Montcalm*, made her initial voyage from Liverpool to St. John, N. B., in January and the *Homeric* came into this port in February in the White Star service. This boat is the sixth largest ship in the world. The White Star line will also put into service at an early date the *S. S. Majestic* of 56,000 tons, the largest ship in the world. Both the *Homeric* and the *Majestic* are of German build. The *S. S. Pan America*, latest addition of the United States Shipping Board, to its fast South American Service, operated by the Munson line, made her maiden voyage a few weeks ago.

Famous Frigate Still Afloat

Built 122 years ago, the U. S. frigate *Constitution* is still riding the waves at anchorage in the Boston Navy Yard. It is probable that no other vessel in the world can claim such a record of endurance and service. Practically as staunch today as when she first slid down the ways, the *Constitution* stands as a monument to the ability of the old-time Yankee shipbuilders.

The *Constitution* is one of the few old time naval vessels which still remain afloat. In point of service and glory her chief competitor was the *Granite State*, which burned off her mooring at West 96th street, Manhattan, last summer and upon which workmen are now engaged in salvaging the copper and precious lumber used in her construction.

The Queen of the Seas

IN the Spanish armada which bore down on England in 1588 there were 132 ships but the tonnage of that entire fleet was no greater than will be the tonnage of the giant ship *Majestic* which is expected to go into commission this spring. Excelling even the *Leviathan* in size, the *Majestic* will immediately command recognition as the queen of the seas which place she undoubtedly will hold for a decade at least because big ships are not built often nor in short time.

With almost a child like impatience the shipping world is awaiting this marvel which is nearing completion and which will have a tonnage of 56,000, a beam of 100 feet, smokestacks

towering 144 feet above the water line and 184 feet above the keel, and a total height equal to that of an ordinary twelve story building.

Following are some of the other unusual features of this huge vessel: Electric elevators from keel to boat deck, including one for the engine room force ; a complete telephone installation; an electric switchboard 22 feet long and eight feet high which controlls among other things, 15,000 electric lights; ventilating fans all over the ship, driven by 103 electric motors and 122 other motors for auxiliary machinery, elevators, winches, etc., with five generators to furnish current.

Oil tanks to hold 5,700 tons of oil required for each trip and burners which will keep up a heat under 48 boilers, to supply steam to operate four huge turbine engines to drive the vessel ahead and four for checking her speed and reversing. One single main turbine will weigh 375 tons.

The driving engines are to deliver a maximum of 62,000 to 64,000 indicated horse power through four shafts to the four propellers of the ship. Each shaft is sixteen feet in diameter. The big screws, revolving at the rate of 170 revolutions a minute, will drive the vessel through the water at about 23 knots or more than 26 land miles an hour.

The rudder weighs 140 tons. The single pin upon which it is hung weighs two tons. The stern post with brackets for four propellers and shafts weigh 230 tons.

It is expected that the boat will cover the distance between Plymouth and Cherbourg to New York in six days, with an engine room force of 275 to keep her going. If the boat had been designed to used coal for fuel her engine room force would have required 460 men.

There will be room on the boat for 5200 persons, including her crew of about 1100 men.

Ship Masters Walking the Streets

Among other things brought over from Germany when the steamship *Seydlitz* of the North German Lloyd, came into port recently, was this significant information given out to the daily press by Capt. Rahm: "Hundreds of masters, mates and engineers are walking about the streets of Bremen waiting for ships."

We call this information significant because it emphasizes one of the serious problems of the shipping world. It is necessary to get German vessels, and the vessels of all foreign countries as well as our own country, back onto the seas. Without an exchange of trade between nations there cannot be a return to prosperity. The *Seydlitz* was the first boat carrying the house flag of the North German Lloyd to come into this port in eight long years.

Japanese Workers Disturbed

Ship workers in Japan are considerably disturbed over the proposed ten year holiday from the building of capital ships and they have prevailed upon the government to establish a commission to consider the question of setting aside a certain sum of money in next year's budget for discharge allowances. One of the organizations of that land is studying the methods used in Europe in dealing with such problems during post-war demobilization.

Sentiment Saves Name

For sentimental reasons the name *Gold Star* will be restored to the boat received by the Navy recently from the Shipping Board. It had been planned to change the name to that of *Arcturus* but at the request of the National American War Mothers Society, Secretary of the Navy Denby has ordered the old name to be retained. *Arcturus* is the name of one of the navigational stars, but *Gold Star* has much more significance to the mothers of the American youth who gave their lives for their country. The *Gold Star* is now at Philadelphia.

War Work Impaired His Health

Sir Alfred Booth, chairman of the Cunard Steam Ship Co., has retired because of ill health, a regrettable event because Sir Alfred Booth has rendered invaluable service to the shipping interests of the world. It is believed by his friends that the strain of the war period and his work as chairman of the committee of the British Board of Trade to consider the position of the shipbuilding industries after the war, had much to do with the impairment of his health. Sir Thomas Royden succeeds him as chairman of that important committee.

Our Front Cover Picture

THE picture in our front cover this month is from a famous painting by the well known marine artist, W. J. Aylward and depicts a three master going to her "last port." Only an old shipping man who has sailed the seas in a vessel he has grown to love can appreciate the sentimental element underlying the artist's master touch. Look at the picture again and see if you can't find in it a greater significance than when you first looked at it.

A Warm Friend Departs

JOHN GRAHAM, superintending engineer of the A. H. Bull Steamship Company, died Wednesday, March 15 after a long illness. Funeral services were held the following evening and attended by Mr. Hallock, Mr. Murray, Mr. Rose and others from the Morse organization, who had come to admire Mr. Graham from long acquaintance with him. It is given to few men in this world to make and hold friends as readily as did John Graham. His personality radiated a love for his fellowman and to know him was to love him for the sterling qualities he possessed. He was a thorough gentleman. His brother Thomas, connected with the same company, survives him, and we are happy to say is a frequent visitor to the Morse plant where he too has a legion of friends who grieve with him in his loss.

A Correction

In the last issue of *The Dial* we ran a very able article by Mr. Thomas C. Rathbone but several typographical errors occurred which, in justice to Mr. Rathbone who is a member of our Drafting Department, we wish to correct. One misprint appeared in the initials after his name which should have read B. C. E., denoting that he holds the degree of Bachelor of Civil Engineering.

Department Telephone Numbers

FOR the benefit of those employees and others who have occassion to communicate with the Morse plant on Sundays and holidays we are printing below the telephone numbers of the various departments in the plant. The main switch board is not in operation on Sundays and holidays and it is necessary to call which ever department is wanted, direct.

Main Gate (Night, Sunday & Holiday)	Sunset 1617
Main Gate	Sunset 5100
Garage	Sunset 6554
Hospital	Sunset 6942
Dining Room	Sunset 6803
Timekeeper	Sunset 5101
Machine Shop	Sunset 5102
Pier 1	Sunset 5103
Hull Department	Sunset 5104
Towboat Department	Sunset 5105
Temporary Light	Sunset 5106
Superintendent's Office	Sunset 5107
Outside Machinist	Sunset 5108
Pier 4	Sunset 5109

Former Employe Wins Important Berth

WE are all interested in the chap who, through sheer ambition and will power, raises himself from the ordinary walks of life to a station commanding responsibility and prestige, and for that reason the story of Otis E. Barene about whom we have made mention before, bears telling.

Mr. Barene visited the *Dial* editor a few weeks ago to renew an accquaintance that began back in the days of the war when Mr. Barene was employed in the yard as a rigger. He pleased us very much by saying that the inspiration which he got from *The Dial* had much to do with his advancement in life.

"There isn't any publication printed which has a warmer place in my heart," he said sincerely. "In those days when I toiled with my hands I frequently found the words of good cheer and helpfulness that are always in *The Dial*, very encouraging and I never read an issue that didn't make me want to be a better man and do greater things in life and I will always think that *The Dial* had a part in making me desire and see the way to get ahead."

Then Mr. Barene modestly related how he had devoted his evenings to special studies which eventually gave him the equivalent of a two year college preparatory course and enabled him to pass examinations for service in the United States Veterans Bureau.

It is his business to go out among manufacturers and heads of industrial organizations and secure permission from them to place ex-service men in positions where they will be able to learn a trade. The government pays these men $100 or more a month, according to the circumstances and family dependants of the individual. The man then serves in this position until he is trained well enough to go on the company's payroll at the regular hourly or weekly wage rate.

Generally during the course of training a company which takes in the ex-service men pays them a nominal wage. Mr. Barene has been assigned to the district covered by the lower section of New York, the City Departments and Staten Island. He is now personally responsible for 125 men he has placed.

It can readily be seen that Mr. Barene's work requires much tact and a great deal of patience as well as persistence because it is not easy in these dull times to secure employment for these men. The humanitarian aspect of Mr. Barene's work is also very important because he is the direct means of giving to many of our ex-soldiers opportunities for future livelihood that they could get in no other way.

He cited one example of a marine engineer who had had part of his spine torn away during war service and who was unable to secure a satisfactory job despite the fact that he possessed an unlimited marine license. During the war he had been a chief officer on the *Panhandle State* and other boats. Through Mr. Barene's efforts he was able to secure a position as acting captain on one of the city ferry boats and is today recognized as one of the most efficient in the port, in which berth he is very happy and contented.

Mr. Barene has arranged with the Morse Company to place some of the ex-service men in different departments in the yard whenever the opportunity presents itself.

Mr. Barene's position is one of responsibility as can readily be seen and one which he won through hard study and a sincere effort to improve himself, and because he himself has had to go over the rough spots of life in times past he brings to his work a sympathy and understanding that is always appreciated by the men he has to place.

Letters of Thanks

"My mother and myself wish, through you, to thank the Employees Association for their kind expression of sympathy in our late bereavement," Margaret A. Dunn in a letter to James MacFarlane.

"I wish to express my appreciation for your kindly financial assistance in helping me out in my great time of need. Would have sent my thanks before this only I was sick," Mrs. J. McEleney in a letter to the Association.

When John Dunn died recently the Burning department lost one of its best men. For seven years John Dunn had been coming and going from the Morse plant, brightening each day for all who came in contact with him and we feel very sorry indeed to record his loss. He died at his home 1129 Sixtieth street, Brooklyn, and the Employees Association sent a huge bouquet as a testimonial of the grief felt over his departure. The surviving family has asked Mr. MacFarlane to express for them their appreciation of the sympathy thus manifested.

Friends of John Dowd, formerly employed as counterman in the main store room, will regret to learn of his death on March 3 following a lengthy illness. Mr. Dowd up to last fall had been employed here over four years and he was widely known among the men in the plant.

What Makes Wages Possible

A GREAT lesson that must be learnend is that restriction of production reacts unfavorably upon labor quite as much as it does upon capital. There can only be divided the sum total of things that are produced, and if production is decreased there will be less to divide. When there can be brought about such a sympathetic understanding between capital and labor as will result in labor's putting its brains as well as its muscle into the job, and because of full satisfaction with its relations to industry, labor will use all of its powers to increase production, we will then have a situation in which there will be an increased amount to divide between capital and labor.—*Frank A. Vanderlip.*

A Garden Romance

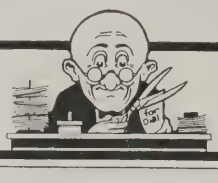
A potato went out on the mash
And sought an onion bed.
"That's pie for me," observed the squash,
And all the beets turned red.
"Go away," the onion, weeping, cried,
"Your love I cannot be,
The pumpkin be your lawful bride,
You cantaloupe with me!"
But onward still the tuber came
And laid down at her feet;
"You cauliflower by any name,
And it will smell as wheat.
And I, too, am an early rose,
And you I've come to see,
So don't turnip your lovely nose,
But spinachat with me!"
"I do not carrot all to wed,
So go, sir, if you please,"
The modest onion meekly said,
"And lettuce, pray, have peas;
Go think that you have never seen
Or even smelled my sigh,
Too long a maiden I have been
For favors in your eye."
"Ah, spare a cus," the tuber prayed,
"My cherryshed bride you'll be;
You are the only weeping maid
Thats currant now with me!"
And as the wily tuber spoke
He caught by surprise
And giving her an artichoke,
Devoured her with his eyes.

—*O. A. C. Review.*

If you didn't get a "raise," are you sure the blame was not yours more than the boss's.

Fact and Fiction by Edwin E. Donnelly

"I TELL YER I'm BROKE, I HAD MY BEST GIRL OUT TO-NIGHT AN' I'm ON MY WAY HOME—!!! IF YER FIND ANY DOUGH IN MY POCKETS YER WELCOME TO IT—!!!
E. DONNELLY
"I SAY BOYS IF YOU DON'T UNDERSTAND THE GAME JUST GIVE ME A RING— I'LL HELP YER OUT."
JOHN HALL
"WATCH ME CLOSE BOYS AN' I'LL SHOW YER HOW TO MAKE THIS"
JOE GOLDSMITH
RUDOLPH BERNARD
FRED EDWARDS
INDOOR SPORTS AT NOON-HOUR PLAYING CHESS.
GENE KENNEY WAS HELD UP THE OTHER NIGHT, BUT THE ONLY THING HE LOST WAS A LITTLE TIME.
5 P.M. WHISTLE
TOOT-T-T-T
1ST AVE.
"YES SIR, IF MEYERS SHOULD LEAVE THE MORSE CO WE WOULD HAVE TO DISCONTINUE THIS LINE."
C'MON CHIEF I'm WAITING FER YER!!
MISS ASTRID ANDERSON OF THE YARD HOSPITAL MAKING OUT HER INCOME TAX
METZ
THE CHIEF IS QUITE CHUMMY WITH THE MOTORMAN, AN' HERE HE IS TELLING HIM A SAD STORY ON THE TRIP HOME.
THE 1ST AVE TROLLEY EXPRESS WAITING FOR CHIEF MEYERS AT THE 55TH ST. GATE.
TO BKLYN
N.J.
HARRY THOMPSON AN' FAMILY LEAVING N.J. ENROUTE TO BKLYN N.Y. THEIR FUTURE HOME.
SKIP HUGHES TRYING TO CRANK CHIEF MYERS NEW METZ CAR
"KEEP GOING ANNE I'm GOING T'STOP HERE TILL I GET MY BREATH!!"
52ND ST 3RD AV.
THIS BIRD HAS BEEN TRYING TO KEEP UP WITH ANNE ON HER WAY HOME FROM THE OFFICE
"WHEN APRIL SHOWERS—
BANG — BANG 2 A.M.
INK
DICTIONARY
WRITING PAPER 500 BOXES
STAMPS AND ENVELOPES 10,000
OUT GOING MAIL for PITTSBURG, PA.
EXTRA!!!
THE POST OFFICE AUTHORIES ARE AT A LOSS TO LOCATE THE CAUSE OF THE TERRIFIC HEAVY MAIL THAT IS NOW BEING SENT FROM BROOKLYN, N.Y TO PITTSBURG, PA. —"HERE IS THE REASON FOLKS, EMIL PETERSON HAS A SWEET-HEART IN THE SMOKEY CITY AND HE SPENDS HIS NIGHTS WRITING TO HIS ONLY. —NO SIR SLEEP DON'T MEAN A THING TO EMIL THESE DAYS!!
MISS ANNE BADGER WALKING HOME TO LUNCH IN ORDER TO REDUCE SO THAT SHE CAN TIP THE SCALES LESS THAN MISS MILLER, WHO IS NOW ½ A POUND LIGHTER.

SCISSOR  THEFTS

When and How a Ship is Arrrested

DID you know that if a ship's debts are not paid the ship can be arrested? Even if it is not actually the ship's fault, a writ is nailed to her mast, a watchman is sent on board, and the ship is not allowed to move until her debts are paid. The creditor must, however, be sure of his case; if not, the ship's owner may sue him for delay and loss of use. Therefore the usual procedure is to send the owner several warnings, as by watching the shipping lists the creditor can follow the ship's movement. If the owner makes no response, the warrant for arrest is issued, and the ship must submit to her fate. There are on record cases in which crews have been compelled to order the arrest of their own ship at the end of a voyage in order to collect their wages.

—*Popular Science Monthly.*

Going to Work

Goin' to work seems kind o' rough;
'Pears like you ain't had rest enough;
Get to wishin', you surely do,
That life was loafin' the whole year through;
An' you feel that the factory whistle shrill
Is a kind of a ghost that won't keep still,
But scares you before you've had sleep enough.
I tell you, goin' to work is rough!
But, after the mill's shut down a while,
An' the neighbors kind o' forget to smile,
An' the town gets quiet and grievin'-like,
An' folks talk nothin' exceptin' strike,
The greatest comfort a fellow knows
Comes when that good old whistle blows,
An' he takes his tools and he gets in line—
I tell you, goin' to work is fine!

Rides Them to Shore

"Say, Captain," said a fresh young man on a Sound steamer, "What's that thing over there?"

"A hawser," was the brief reply.

"A horse? Dear me! What do you use it for, Captain?"

"Well, when folks like you get tired of sailing we just put a saddle on it and let them ride ashore," growled the gruff old mariner.

The Better Job

By Edgar A. Guest

If I were running a factory,
I'd stick up a sign for all to see,
I'd print it large and I'd nail it high
On every wall that the men walked by
And I'd have it carry this sentence clear:
"The Better Job that you want is here!"
It's the common trait of the human race
To pack up and roam from place to place;
Men have done it for ages and do it now,
Seeking to better themselves somehow.
They quit their posts and their tools they drop
For a better job in another shop.
It may be I'm wrong but I hold to this
That somewhere something must be amiss,
When a man worth while must move away
For the better job with the better pay,
And something is false in our own renown
When men can think of a better town.
So if I were running a factory
I'd stick up this sign for all to see,
Which never an eye in the place could miss,
"There isn't a better town than this;
You need not go wandering, far or near,
The better job that you want is here!"

The Business Outlook

The rain it poured,
The sea it roared,
The sky was draped in black!
The old ship rolled,
She pitched and bowled,
And lost her chartered track.
"Oh, dear! oh, dear!
Sir, will she clear?"
Loud wailed a dame on deck.
As they heaved the lead
The skipper said,
"She allus, has, by heck!"

The New Sailor

"Let go that line," yelled the old salt to the boot on the dock.

The recruit stood stock still.

"Let go that line," chirped the old bird again.

"Aw, who's touching your old line?" warbled the new sailor.

—*Naval Air Current.*

The Off Ox

IN the old days of ox teaming there were lazy oxen, nervous oxen and stubborn oxen, as well as those which pulled faithfully in the yoke. If one of these oxen chanced to be hitched on the "off" side away from the driver, his opportunities for holding up the job were fully doubled, and so the custom arose to speak of the obstructionist as the "off ox."

We have a lot of human off oxen these days, sulking when they ought to be at work helping to pull us out of the mire. We seem to have lost temporarily the power to think straight, and so, instead of everybody working like beavers upon a rational and national plan of reconstruction, a goodly number are doing little, sometimes nothing, to help ahead; indeed, more often than not hindering the very things that need most to be done and spending the time in making faces at their neighbors because things cost more than they ought and more than they would cost if everybody would go to work.

When this off ox got on an especially mean streak, he would "turn the yoke"—that is, he would drop his head, perhaps run out his tongue—as we are doing now—and with a peculiar hoist of the neck that beggars description turn his body in the reverse position so that one ox was headed in one direction and the other in the opposite, giving the yoke an impossible tilt and effectually stopping operations until everything was unhitched and yoked over again.

Now this did nobody any good except perhaps to gratify a mean disposition, but it vastly stimulated profanity and increased punishment, because turning the yoke was a height of bovine insubordination that no teamster would tolerate.

The main point, however, was that *the load was still to be hauled*, and after the ox was through with his tantrums he still had his work to do, or, if he permanently balked he rapidly made his way into jerked beef for the feeding of the family. He gained nothing by his meanness nor did anybody else.

Here is a lesson for us now. We may expect, indeed, we should expect, that a lot of readjustments will have to be made.

It is to be expected that not everybody will be either wise or patient at a time like this, but in our impatience with conditions and with our neighbors let us not turn the yoke.

—*The Country Gentleman.*

How Fast Can You Say It ?

A tree toad loved a she toad
That lived up in a tree;
She was a 3-toed tree toad,
But a 2-toed toad was he.
The 2-toed tree toad tried to win
The she toad's friendly nod;
For the 2-toed tree toad loved the ground
That the 3-toed tree toad trod.
But vainly the 2-toed tree toad tried—
He couldn't please her whim;
In her tree toad bower
With her V-toe power,
The she toad vetoed him.

Do You Remember When

Bum, the dog, used to hang out at the main gate.

Rochelle use to run the Elsie.

Tom Conk drove the horse and wagon for Mr. Morse.

Frank Whitman presided over the "Church."

The Employment Office was at the main gate.

Jim Donovan was telephone operator.

The Bridge of Sights used to span the Machine Shop and the Office.

George MacLaurin ran a saloon on the corner of 57th street.

Capt. Melville of the *Emily* was watchman at the gate.

Billy Gully was captain of the *Why Not.*

Charles Hallock used to scull in the flat bottom scow of the old dry dock.

Miss Anna Miller has succeed in the position formerly held by Miss Margaret Casey, in the Cost department, and her cheerful disposition is winning friends rapidly. Miss Miller formerly worked in the office of the Lloyd Brazilerio Steamship Co., and her knowledge of the shipping trade enables her to master the intricacies of the new stenographic responsibilities that are hers.

"Some of these people are getting awful tony," remarked Mrs. Waterman the other day when she raised the end of a table cloth and saw what she at first thought was a fancy blackthorn cane. Closer investigation however proved that it was merely the table leg stuck up with chewing gum. That noon there appeared at the place usually occupied by Tom Doyle, Mr. Morse's chauffeur, a sign reading: "Park your gum here." Tom didn't show up however and we haven't determined yet who the joke is on.

Ever since Joe Goldsmith bought a canary which he calls Pinky, he comes to work whistling.

The Office Cat Says—

Mr. Maddison:—"Say Mrs. Waterman, there's a button in this soup!" Mrs. Waterman: — "Why naturally, there might be, that soup was made from dressed beef."

Miss Katherine Keegan, formerly of the Disburstment Dept., is now employed by the New York Telephone Co.

Frank Maher, who started in as an office boy and worked his way up to a position in Mr. Hallock's office, has left the company to engage in the radio business. Maher had made a hobby of wireless telegraphy for a long time and when the recent radio craze began to spread the call for him became too urgent and too promising to resist.

Vincent J. Trainor, formerly employed in the navy yard, has succeeded in the position formerly held by Miss Vera Remsen, as Mr. Want's secretary.

George Hunt has moved from Jersey to the Bronx to be nearer the bowling alleys, so we are told.

Jack O'Hara, formerly assistant to former Purchasing Agent William J. Daley, has returned to the Morse Company and is now serving in a similar capacity. Harry C. Thompson, has succeed E. B. Van Dyne, as purchasing agent. Mr. Van Dyne has gone to the Eisemann Magneto Co., in the Bush Terminal Building.

Members of the Cost Department have always been noted for their mathematical sharpness. It is seldom that a misplaced decimal point shows up in their work. And we've just discovered one reason for their efficiency. They play chess during the noon hour. Chess, you know, is the very acme of mathematics. Just as a baseball player requires physical exercise to keep in trim, an individual who spends his time all day juggling figures and fractions, needs mental exercise. As yet we haven't discovered just who is the champion but George Hunt, Joe Goldsmith, Fred Edwards and Rudolph Bernhard can be found most any noon hour hovering over an exciting contest in which kings, queens, bishops and pawns are used as implements of prowess. John Hall says he's the undisputed champion because he hasn't yet learned how to play.

It's a delicate question to discuss the ages or the weight of a young lady but so much interest has been aroused as to whether Miss Miller of the Cost Dept., has more avoirdupois than Miss Badger of the Payroll Dept., we can't help but take part in the discussion. So much depends upon our decision, we felt it necessary to consult an expert authority who informs us that Miss Badger would in all probability tip the scales at 170 pounds and Miss Miller at 169½. These figures can be accepted as accurate. Now that Miss Badger is walking home to her lunches we may expect to be able to report different figures—numerically speaking — later on. So far as figures go—well the contest, bids fair to become very keen, although as yet no one has come forward with a prize offering.

Chris Krogstad, office boy, asked May Kelly of the office dining room for a spoon for his coffee one day recently. May, with her customary blarney teased him because he didn't get the spoon himself when it was within his reach. "You know, every man for himself, now a days," she said, to which Chris, knowingly replied, "Yes and it's every woman here for a man."

Dick Allen is hiding behind a new mustache. If it wasn't for the fact that each of the four hairs has a tendency to spread out like a weathervane, the task of finding him would almost be impossible.

Miss Margie Sullivan, formerly employed here in the Disbursment Dept., has gone on an indefinite visit with her sister near Pittsburg.

A LITTLE BIRD TOLD ME

To Oleo-Margarine

Though years be fat or lean,
This vow I here rehearse;
I take you, dearest Margarine,
For butter of for worse.

Somebody at the Christmas celebration, expecting a good snappy reply, told Ben De Bar that only those in the employ of the company for five years were entitled to a chicken. "Well if that's true," answered Ben, "I've been here seventeen years and ought to have a bloody elephant."

I asked her if she rolled them,
She said she never tried.
Just then a mouse ran swiftly by,
And now I know she lied.

One thing which makes it so hard to fill these columns with the right kind of news is that one has to dig for it nowadays and to get a pick and shovel the company rules require that we must furnish a requisition.

Fred Summer, one of our good friends in the trade, says that a dry dock is a damphool doc that won't give you a prescription.

The gold dust twins, Stephens and Small, are going into vaudeville. Jimmy Kerr has written a playlet for them called "The Demon Blacksmith," and we understand that Stephens is financing the enterprise.

Capt. Nelson of the *Panuco* tells about a friend of his who worked for one firm 45 years, was finally laid off and when he got home and told his wife, she began to abuse him. "I told you that that wasn't a steady job when you took it," she said to him.

Cavanaugh, the chemist, examined Capt. Kirby's coffee pot the other morning and now a seal appears on it which certifies that the pot is free of gas and poisonous matters.

It was so foggy one day last week Frank Whitman walked across from Pier 3 to Pier 4 on the fog looking for the *S. S. Mundelta.* Billy McEwen hung a bell on his neck so he wouldn't run into himself looking for Whitman.

The mind needs tonics more than the body does.

Customer—"If these watches cost you $5.00 and you sell them for $4.98, where do you make your profit?"
Jeweller—"Repairing them."

Harry C. Thompson, purchasing agent, has finally recapitulated. He now admits that New Jersey has no justifiable claims of superiority over New York, geographically, climatically, or otherwise. He's now domiciled at 904 Fifty-second street, Brooklyn.

Edward Whelen is back in the receiving department, substituting for William Prestein who is out sick.

William H. Reinhardt, formerly employed as an assistant in Cashier Piper's office, has resigned and is now employed in the office of the Doehler Die Casting Co., Brooklyn. Reinhardt had many warm friends in the Morse family who wish him happiness and success in his new position.

Atty. Stuart H. Benton has resigned from our legal department and is now practicing law for himself.

Word reaches us that Walter J. Willis, formerly employed here as a yard superintendent, now connected with an airplane company, is the father of a boy born on March 23.

Capt. Kirby, picking up telephone receiver: "Come on, little service, there, little service."
Miss Rose, telephone operator, sweetly: "I'm giving you as little as I can Capt. Kirby."

Charlie Burke of the Pipe Shop, is trying to make up his mind whether to be a lawyer or a prize fighter.

Found

Key ring with five keyes and a small pocket knife. Picked up by John Hall of the Office, at 57th street and Third avenue and turned over to Mr. Plunkett of the Employment Bureau where they may be recovered by the owner.

Stop Thief

A goat ate all our jokes
And then began to run;
'I cannot stop," he softly said,
"I am so full of fun."

Discontented people are merely blind.

A fool knoweth all things but his own ignorance.

A shapely girl was Mary Jane,
She got all wet out in the rain;
Her dress so thin,
Clung to her skin—
There is no loss without some gain.

Emil Petersen would appreciate it if some one will tell him the postage rates between here and Pittsburg and vicinity. Some times it is hard to determine how many stamps are required for those bulky letters he's sending to a certain young lady in a suburb of the smoky city.

Miss Vera Remsen, formerly secretary in Mr. Want's office, is now employed by the National City Company, Wall Street, New York.

The young man led for a heart,
The maid for a diamond played,
The old man came down with a club,
And the sexton used a spade.

Drink This In

Whatever else may happen,
Now our country has gone dry,
The sailor will still have his port,
The farmer have his rye;
The cotton still will have its gin,
The seacoast still its bar,
And each of us will have a bier,
No matter who we are.

Mr. and Mrs. James Kelly gave a "house party" to several of their friends Saturday night, March 18, and from all accounts it was a most enjoyable gathering.

Our own Jack Dempsey now has his own Traynor.

We just learned recently that Frank Brennan, about whom we commented in the last issue of *The Dial,* once was one of the best little ring masters that ever put on the gloves. 'Tis said that Brennan, then known as Hank, could make the best in his class step lively.

Hughie McQuillan is getting ambitious. We are told that he is taking a course in banking, drawing and English. Which billard parlor, Hughie?

Some guys get rust spots on their conscience when they begin working in a ship yard.

WE wouldn't have wage reductions, bellyaches, crime waves or crooked politicians if thar warn't some reasons for 'em.

A bloke told me the other day that he couldn't see why his pay had to be cut. I changed the subject and asked him what he was doing and he laughed and said: "As little as possible."

He's the kind what needs three dollars worth of overseering for every thirty cents of genuwine work he does and the worst of it is he's holding a job what another fellow would be glad to git.

Now I ain't a likin' a wage cut anymore than the next guy but I ben through these hard times afore and I know that just like a kid's got to have the measles or some other darn thing, so's we got to have wage reductions when business ain't good.

And it ain't goin' to help matters to lay down on the job or to bellyache.

If a milkman stopped to fight every dog what barks at him he'd never git the milk delivered. If we're goin' to git back to better times we're got to git up and git.

Ship Repairs and Morse Service

So complete

are the facilities of this plant you can send your ship here at any time of day or night with full assurance that no matter what the job it will be done in record time.

The Ideal Yard

Our location and our equipment makes this the logical plant to send your emergency work to.

Dry Docks from 10,000 to 30,000 tons.

Rotor Balancing Machine. Heavy Forging.

Hull Machine and Other Departments Unexcelled in Equipment.

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The MORSE DIAL

UNIVERSITY OF ILLINOIS LIBRARY
JUN 3 1922

The S. S. Drottningholm being towed to the Morse Yard

May-June 1922

Develop your Ability to Succeed

IT is an old proverb but a true one that if a man paints a better picture, sings a sweeter song, or builds a better mousetrap than his neighbor, though he live in the midst of a deep forest, men will make a path to his door.

Jack Dempsey can command $200,000 for a few minutes in the ring. Why? Because he is a champion.

People travel from California to see Babe Ruth hit home runs.

How many people have not heard of Ford?

Charlie Chaplin, Edison, Lloyd George, Hoover, each is known the world over, because he is great in his line, because he did something better than his neighbor.

These people were not known during the days of their long struggle for success. The story of their efforts and even sufferings is forgotten in the glory of their present. But the life of each is an example of recognized merit. True, each had inherent ability, but each had to develop it and make it count. It was not luck that brought any one of them to eminence.

Take Mr. Morse. He was unknown when he began ship repair work as a shipsmith's helper. But he worked hard and developed his skill and eventually established this business. Shipowners found that he kept his promises, got the work out in time and gave a square deal.

As a result, the business prospered until the name and fame of Morse Service spread to every corner of the globe.

Real merit always wins.

MORSE DRY DOCK DIAL

Vol. 5 May-June, 1922 No. 5-6

Employees Association Has Glorious Past

ORGANIZED five years ago last February the Employees Association of the Morse Dry Dock & Repair Company, has had an active and beneficial part in the affairs of all Morse employees, and it is well at this time to review what has been accomplished by the organization and to consider what should be its program from now on.

Any one who follows the trend of the times will agree that the most urgent need of this country is the establishing of good relations among the various partners of industry.

That is one of the chief objects of the Employees Association; to provide a means of helpful contact between the employees and the management, to establish mutual confidence between the executives and the workers.

The Association originated just prior to the advent of the U. S. into the world war and came about as the result of suggestions from several employees who had come into the Morse plant from other industries where similar organizations had been formed and found helpful. Up to that time, so far as was known, no other ship repair plant had undertaken anything of the kind but Mr. Morse readily recognized the value of such a movement and responded heartily to the suggestion that an Association be formed and promised to give it whatever support and assistance he could.

The first step came when a communication was distributed among the employees in the yard announcing that if sufficient interest was manifest an Association would be formed. The Company management was asked to participate directly in the movement but stated that it preferred that the Association be one solely "of, for and by" the employees. Mr. Morse, in fact, made it very plain that he believed the employees themselves should govern the organization entirely, and he promised that the men could have full opportunity for self-expression through their Association without fear of any interference from the company management.

Following the communication circulated among the employees proposing such an Association, the idea was the topic of much discussion and comment throughout the yard and the outcome was the formal adoption of the plan at a meeting in the Parkway Assembly hall at Fourth Avenue and Fifty-first street, Brooklyn, held on the last Wednesday night of February, 1917.

This meeting was arranged by a Board of Directors chosen by the men in the various departments of the plant, each department being represented. This step was taken to make sure that the employees themselves had full authority over the organization. The Directors arranged the meeting and announced that officers would be elected from the floor, and George MacKay, an old time employe of the company, (new dry dock department) was chosen president; Charles Nelson, (outside machinist) vice president; James M. Donovan, (office staff) secretary and William T. Carrol, (office) treasurer.

Thus was the Employees Association formed and it began then a very active management of innumerable activities designed to weld the huge family of Morse workers into one strong group. Its avowed aim was to "promote a spirit of good fellowship and to foster closer friendship between the employees and the company management; to secure greater cooperation among the different departments toward the reduction of accidents and the general improvement of the working conditions of the yard."

An extensive program was decided upon and carried forward with enthusiastic energy by the innumerable committees appointed by the President and Board of Directors.

Instantly the Association became an active and powerful force in all matters pertaining to the welfare of the employees and as new workers came into the plant, many of them attracted here by the congenial conditions brought about by the Association, the organization quickly took on responsibilities equal to those of a municipal goverment of a fair-sized community.

So successful and practical was the plan worked out by the employees here, it immediately drew the attention of workers in other industrial establishments all over the country and delegations began to visit the plant to study the Morse Association. Within the very first year of its existence many similar organizations sprang up, directly or indirectly patterned after the plan here.

In the stress of war time which soon followed, the Association proved to be of even greater importance to the employees than it was at first expected to become. The Company was then hiring every mechanic it could find and there came into the Morse fold a great number of men of all types, many of them having never seen a shipyard before. These new comers, some with very pronounced radical ideas, some of the temperamental, explosive type, others of a deliberately troublesome character, were indirectly responsible for new and unexpected problems of management.

James MacFarlane, President, 1918

First President, George MacKay, 1917

Edward Hannivan, Secretary, 1920-22

Naturally many grave and important questions concerning the welfare of the employees arose. There were problems of sanitation, accident prevention, fire protection, relief; there were questions of readjusting the paying off system; yard rules pertaining to smoking and "soldiering;" the matter of adequate lunch room facilities, washrooms and clothes lockers; all of those things developed into topics of discussion and they needed solution.

In the early days of the Morse Company when the number of employees was but a few hundred it was not a difficult matter to bring these things properly to the attention of the management and have them straightened out promptly. When the number of employees increased to five, six and seven thousand it was not so easy for the management to deal individually or with small groups.

In a situation like this it was decidedly fortunate both for the employees and for the management as well, that the Employees Association had been established. It proved a satisfactory means of giving full and thorough consideration to all matters relating to the employees and if necessary bringing these matters before the company management in the proper and most direct way.

There was set up by the employees themselves a committee arrangement which proved very effective. Committees on sanitation, accident prevention, welfare, relief, insurance, fire protection, entertainment and recreation were established. All matters concerning the employees coming under these various heads were referred to these committees for consideration and action. As a check against a committee neglecting its

Hugh McQuillan
President, 1922

Hugh Callahan
Vice President, 1922

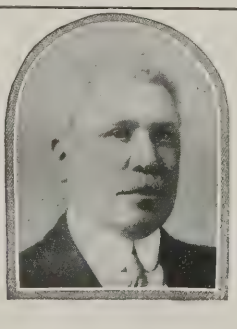
duties the officers and Board of Directors were always ready to consider suggestions and complaints.

Later on as the number of employees increased and the activities of the Association multiplied it was found necessary to supplement the work of these various committees and a "plan of adjustment of disputes" through a Conference Board was put into effect. This plan was the first thing of its kind established in any industry.

It was adopted in January 1918 at an overflow meeting of the Association when Dr. Charles A. Eaton, head of the National Service Section of the U. S. Shipping Board, addressed the Morse workers on the importance of their loyalty to the government. As an outcome of this address the Association voted a pledge of loyalty to the Government and backed it up by establishing the "plan of adjustment of disputes" which provided for a Conference Board made up of three representatives in each department in the plant and three representatives of the management.

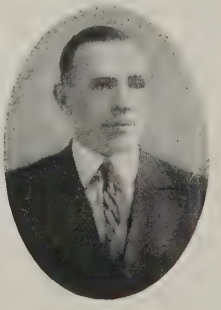
In case of a dispute arising in one of the departments the pledge provides that the matter be referred to the Conference board members in that department who would take the question up with the Company management. In the event of no adjustment up to this point the matter is laid before the Company conference board and those representing the employees. If no agreement is reached a disinterested person is appointed an umpire whose decision is final and binding.

The Morse employees "plan of adjustment" attracted widespread atten-



Mortimer W. Mead, Treasurer, 1917-1922

James Donovan, Secretary, 1917-1919



Joseph McGuirk, President, 1919-1921

Candidates in the 1919 campaign. From left to right, top row: William Ritchie; James M. Donovan, secretary, making a speech; Joseph McGuirk, president; James Pearson, candidate for vice president; Joseph Lowe, candidate for the presidency; Treasurer M. W. Mead; Vice President H. G. Hoover, President McGuirk and Secretary Donovan.

Bottom row: Harry Andersen, candidate for vice presidency; H. G. Hoover, successful candidate for vice presidency; Frank Lewis making a speech; Tom Smith, Sr., candidate for presidency; Ex-president MacFarlane and Harry Hammer, candidate for presidency.

tion all over the country and it was not long afterward that a plan evidentally adapted from ours was put into effect by the U. S. Shipping Board in shipyards throughout the United States.

While our plan of adjustment was adopted as a war time measure it was later voted as an amendment to the Constitution of the Association and continues in force to this day.

In the Liberty Loan and war charities drives the Employees Association always participated wholeheartedly and every time the Morse workers overreached their quotas. Aided by the Morse military band, then an important factor in the activities of the yard, the Association took an active and prominent part in the patriotic affairs of the city.

To recount all that the Association has meant in a social way to the employees of this company would require as much space again as we have already used, if not more.

Men who work hard all day require recreation and until the business depression made it necessary to discontinue such features the Morse employees were always represented by a baseball team, a soccer eleven and track athletes. Once a month in conjunction with the business meetings of the Association a boxing and vaudeville show are staged. Every winter the Association has an annual ball and during the summer months an outing. All of these things have had their share in developing the Morse workers into a group.

Many emergency relief plans were carried through. When food prices went so high that the situation began to work hardship on every one the Association bought huge quantities of army foods which were thrown on the market when the war ended, and resold them to the members of the Association at cost price. Around $47,000 worth of food was disposed of in this way and Morse employees were able to save considerable in their table expenses.

Twice a week while the band was in existence there were band concerts during the noon hour. Every year early in the spring the annual election of officers was preceded by an election campaign that would rival the pre-election activities of a good sized city, including parades, stump speeches and entertainments, even the publication of a daily newspaper.

Not to forget those among us who have departed this life, the Association has each year assigned a special committee to the duty of decorating their graves on Memorial day.

Mr. Edward P. Morse took an active part in the various Liberty Loan celebrations, heading the parades and contributing time and money to the different war charities which the Morse employees participated in. In this picture Mr. Morse is seen astride "Gen. Ruxton," which was the favorite saddle horse of Col. Theodore Roosevelt. Mr. Morse bought "Gen. Ruxton," from the Roosevelt family after Col. Roosevelt's death. "Gen. Ruxton," was recently killed through the carelessness of a groom and was buried on Mr. Morse's estate at Water Mill, L. I., where a suitable marker has been placed over its grave as a last tribute to a great thoroughbred.

Candidates for office in the Employees Association attracted large audience during their campaign speeches in 1919 and 1920

On the front of the office building at the main entrance is a bronze tablet, posed for by Al Simondinger a Morse employee at the time the tablet was designed, which was placed there through the activities of the Association in its desire to commemorate the Morse workers who served their country during the war.

In a glass cabinet in the main entrance of the office are innumerable silver cups and trophies won by Morse athletes in different contests.

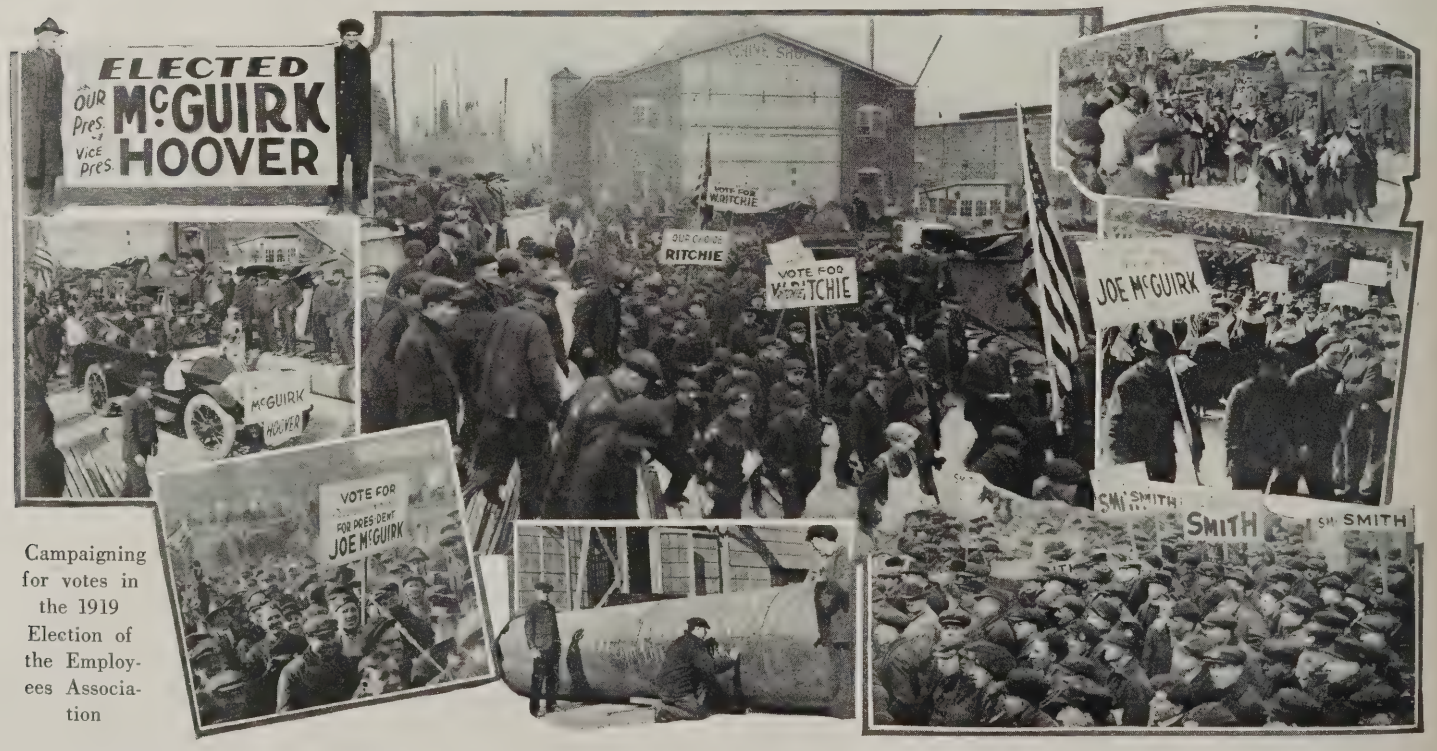
We could go on indefinitely naming the many things that the Association has been responsible for. It is perhaps of greater interest at this time to know what the Association is now doing in behalf of the employees of the yard.

Perhaps first in importance is the relief work as carried on under a plan established a little over a year ago when a committee was appointed to study the question of financial assistance to members of the Association who meet with misfortune. Up to that time it had been the practice in the various departments throughout the plant to take up collections. This plan generally worked out in an unsatisfactory manner. Employees were constantly having to give up anywhere from 25 to 50 cents and in some cases even more almost every week. This money often would go to an individual who was deserving of assistance, but the committee discovered that certain employees had found it more profitable to feint sickness and hardship than to work, and these undeserving individuals would sometimes get the money.

There is one case on record where an unscrupulous employee after being out of work a couple of weeks on the pretense of being sick, became impatient because no collection was sent to him and made inquiries as to why it was not forthcoming. When he found that some one had spoiled his game he became indignant to think that his co-workers should be so heartless as to ignor him.

The committee decided then to stop all department collections and instead to investigate all cases of hardship and if found worthy to authorize the payment of a reasonable sum of money to help the individual over the rough road.

This resulted in more prompt and satisfactory assistance. To raise the funds the Association voted at one of its meetings to authorize the collection of five cents from every one on the pay-



Campaigning for votes in the 1919 Election of the Employees Association

In baseball the Morse employees Association team was always to be reckoned with. Here's a picture of the 1919 team which was managed by James Devlin at the extreme left. Tom Plunkett at the extreme right was business manager.

roll as often as the requirements made it necessary.

The recent election of officers aroused new interest in the Employees Association and the monthly meetings which were suspended for a short time because of the employment situation have been resumed.

Nominations for the recent election were made at the annual meeting March 15. Nominations were made from the floor and the week following was given over to campaigning. The campaign this year lacked many of the features which went to make the previous elections interesting but what this year's campaign lacked in flag waving, band playing, parades and the like, it made up in the genuine interest the employees manifested.

The candidates for president were Hugh McQuillan (machinist), Edward McGibney (hull department), Frank Falconer (hospital), and Milton Hines (outside machinist). When the votes were counted it was found that McQuillan was elected by a small margin over Hines. The count was as follows: McQuillan 254, Hines 223, Falconer 121, McGibney 84.

In the race for vice president were Howard Canning, Hughie Callahan and James Hennessey. Callahan won by a large majority, his vote being 405 against Canning's 224 and Hennessey's 47.

Secretary Edward Hannivan and Treasurer Mortimer W. Mead were reelected to those respective offices by acclamation at the annual meeting. Their election was unanimous, the members taking that means of expressing their appreciation of the faithful services of both these officers. Mr. Mead has been treasurer of the Association since the first year when Mr. Carroll who was originally elected left the employ of the company. He has been reelected each year without a contest except in 1920 when Joseph Lowe, then employed in the Pipe Shop was a candidate against him.

James Donovan was secretary in 1917, 1918 and 1919 and then declined to serve another year and Hannivan and Willie Burke, then of the carpenter shop, were chosen as candidates for it, Hannivan winning out in the election. In 1921 he was unanimously reelected at the annual meeting.

MacKay served as president one term, 1917 and was defeated by James MacFarlane (Burning dept.) in 1918. MacFarlane, did not run for the office in 1919 because of ill health and Joseph McGuirk was elected after one of the most enthusiastic campaigns ever held by the Association. He won over Tom Smith, Sr., who made a strong opponent. MacFarlane backed McGuirk and the campaign waxed warm and developed much heated discussion.

In 1920 Smith was again a candidate againts McGuirk and went into the fight with determination. McGuirk had built his fences too well however and came out on top by a small margin. McGuirk was candidate for a third term and won again in 1921 when he was pitted against MacFarlane in another campaign that developed much excitement.

This year McGuirk declined to be a candidate again even though many of his friends had urged him to run.

The Morse Dry Dock band in its prime was one of the best industrial bands in the country and always in demand in civic affairs

Association Finances in Good Shape

FOLLOWING is a statement showing the financial standing of the Employees Association and a trial balance for the year of 1921. This statement was submitted by Treasurer Mead at the annual meeting in March.

GENERAL LEDGER BALANCE AS OF MARCH 20th, 1922, JUST PRIOR TO PREPARATION OF CLOSING AND ADJUSTING ENTRIES:

	DR.	CR.
Ardmore Relief Account	$110.00	
Entertainment	$1,707.00	
Medicine Relief		$41.27
Base Ball Expense	$24,10	
Bowling Club	$10.00	
" "	$108.75	
Mechanics Bank (Cash Deposit)	$772.41	
Dues		$3.755.60
Petty Cash Fund	$34.87	
Insurance		$641.55
Outing	$456.90	
Christmas Celebration 1920	$37.25	
" " 1921	$367.63	
Conn. Gen. Insur. Co. a/c Insur.	$1,000.00	
Morse D. D. & Rep. Co. a/c Insur		$1,000.00
General Expense	$3,048.45	
Annual Ball 1921		$423.38
" " 1922		$51.66
Election Expenses	$366.98	
Insurance Prepaid	$30.00	
Benefit & Relief Fund		$48.90
Profit and Loss		$2,111.98
Total	$8,074.34	$8,074.34

POST CLOSING TRIAL BALANCE

Mechanics Band (Cash Deposit)	$779.41	
Petty Cash	$34.87	
Conn. Gen. Life Insur. Co.	$1.000.00	
Morse Dry Dock & Rep. Co.		$1,000.00
Surplus		$814.28
Total	$1,814.28	$1,814.28

CLOSING AND ADJUSTING ENTRIES AT TIME OF CLOSING

Year Ending Mar. 20th, 1922

Mechanics Bank (Cash) Deposit	$7.00	
Surplus		$7.00
Cancellation of Check No. 216, still outstanding as of Mar. 20, 1922.		
Medicine Relief	$41.27	
Dues	$3,755.60	
Annual Ball 1921	$423.38	
" " 1922	$51.66	
Benefit and Relief Fund	$48.90	
Insurance	$641.55	
Income Account		$4,962.36
Transfer to latter account miscellaneous revenue received during the fiscal year.		
Income Account	$6,267.06	
Entertaiment		$1,707.00
Base Ball Exp.		$24.10
Bowling Club		$118.75
Outing 1921		$456.90
Christmas Celebration 1920		$37.25
" " 1921		$367.63
General Expense		$3,048.45
Election Expense		$366.98
Prepaid Insurance		$30.00
Relief Account		$110.00
Transfer to former account miscellaneous expenditures made during the fiscal year.		
Profit and Loss	$2,111.98	
Surplus		$2,111.98
Transfer to latter account amount of balance in former as of Mar. 21, 1921.		
Surplus	$1,304.70	
Income Account		$1,304.70
Transfer to former account amount of balance in latter presenting net deficit for the fiscal year.		

STATEMENT OF INCOME AND EXPENDITURES

Year Ending Mar. 20th, 1922

Surplus as of March 20th, 1922		$2,111.98
Expenditures		
Entertainment	$1,707.00	
Base Ball Account	$24.10	
Bowling Club	$118.75	
Outing Club	$456.90	
Christmas Celebration 1920	$37.25	
" " 1921	$367.63	
Election Expenses	$366.98	
Prepaid Insurance	$30.00	
Relief Ardmore	110.00	
General Exp. (per Schedule A)	$3,048.45	
Total Expenditure for Period	$6,267.06	
Income		
Dues	$3,755.60	
Insurance	$641.55	
Benefit & Relief Fund	$48.90	
Medicine Relief	$41.27	
Annual Ball 1921	$423.38	
" " 1922	$51.66	
Miscellaneous	$7.00	
Total Income for Period	$4,969.36	
Net Benefit for Period		$1,297.70
Surplus as of March 20th, 1922		$814.28
Cash on hand	$34.87	
" in Bank	$779.41	
Total	$814.28	

EMPLOYEES ASSOCIATION
MORSE DRY DOCK & REPAIR CO.

"SCHEDULE A" ANALYSIS OF GENERAL EXPENSES

Year Ending Mar. 20th, 1922

Salary of Insurance Clerk		$1,310.00
Flowers		$414.00
Stationery & Printing		$316.83
Donations:—		
Medford Sanitarium	$250.00	
Norwegian Hospital	$10.00	
Women's Police Reserves	$12.50	
Flowers	$10.00	
Catholic Fund	$2.00	$284.50
Presents for Officers of Association		$183.00
Expenses incurred in "Ardmore" fire.		$109.32
Purchases from Morse Dry Dock & Rep. Co.		$140.81
Cigars		$68.00
Ice		$55.20
Baseball Outfit		$50.00
Advertising		$25.00
Committee Expenses		$14.48
Purchase of Magazines for use in Hospital		$25.00
Yard Ring		$37.11
Prizes		$3.70
Miscellaneous		$6.50
Total		$3,046.45

About the Yard with the Camera Man

The *Panhandle State* Was On Our Big Dry Dock Recently Undergoing Bottom Repairs

The *M. S. William Penn* and Her Captain R. H. Wright Came Here Immediately Following a Record Beating Economy Performance in a Globe Circling Voyage.

At the Left Are Two Recent Japanese Visitors: I. Sazumura, Colonel in the Japanese Army, Attached to the Japanese Delegation at Genoa and A. O. Huga of the Asano Shipbuilding Co. of Japan

Two views of the ruins left by the recent fire in the Morse yard and a snapshot of the burners who worked on the job of moving the old boilers out of the *Madawaska.*

Our Viewpoint from the Masthead

THE MORSE DRY DOCK DIAL
A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company and the interests of the Company.
BERT EDWARD BARNES, Editor.
Vol. 5 No. 5-6

A Lesson from the Wolves

HAD Columbus been able to fly over this continent when he first discovered it, he would have seen thousands upon thousands of deer and thousands upon thousands of wolves.

He would have seen the wolves destroying the deer in vast numbers and had he been asked which of these animals would last longer very likely he would have predicted that the wolves would outlast the deer.

Yet today the deer are still to be found, even on Long Island, but there are no wolves and the reason why furnishes a good object lesson for humanity.

Natural history tells us that it is characteristic of the wolf to act for himself. When in danger he runs away and hides; if another wolf is wounded other wolves devour it, and it is always a case of the survival of the fittest in any wolf pack.

But among deer there is this difference: they act together. In a herd of fifty, one hundred eyes work for the benefit of the whole herd. Let one sense any danger and the rest instantly know of it.

Wolves competed against each other; they have become practically extinct. Deer cooperated and are still to be found in every state where the climate and vegetation allow them to thrive.

Cooperation is absolutely essential to the life of mankind; to the welfare of an industrial organization. Too many men today are resorting to the tactics of the wolf, trying to act alone for their own selfish gains, and not for the benefit of their fellow workers. Let us hope that that breed soon becomes extinct.

The man who wakes up sum mornin' and finds himself famous is apt to go to bed that night and sleep it off.—*Josh Billings.*

It is not only what you say, but how you say it and how you present it that makes your information interesting and effective.

None more apt to boast than those who have least real worth.—*Latin.*

Anything less than a "full effort" on the part of each of us affects all of us.

The better our judgment the greater our success.

The Clique

OFTEN we hear expressed the thought, "Aw, it's a clique running that thing. No one else stands a chance."

And you will be surprised to hear us say that this is all quite probably true. What is more—we are in favor of the clique and think it a good thing.

Wherever you find a clique there too you find a group of men banded together for some particular purpose; usually hard work. Lazy people don't form cliques because they aren't ambitious enough to keep one together. Such people haven't anything in common except laziness and that isn't an objective; its a disease.

If you are interested in any cause or ideal, you must belong to a clique, you must associate yourself with men of the same aspirations if your work is to amount to anything.

Analyse the cliques which surround you. See if it is not so that all the ambitious fellows of your acquaintance belong to them. The drones are outsiders and should be. Then try putting your shoulder to the wheel and see how soon you will become a member of one of those inner circles.

Says We Are on the Up Grade

UP in Massachusetts there is a man whose life had been dispaired of by his physicians and friends. Determined that he was not going to share their belief he went to one of the suburbs of Boston, lived close to nature, breathed pure, fresh air, enjoyed the sunshine and the companionship of birds, the flowers and nature, and became well.

Having the time he gave considerable thought to the follies of mankind. He determined that for one thing people worried needlessly too much. He studied this matter and concluded that they worried generally more about their business than they did about anything else and so he studied ways and means of furnishing information about business conditions which would help to stop these worries.

Being of a statistical turn of mind he began to compile figures which would prove his conclusions. He succeeded so well that business men all over the country began to look to him for advice and today Roger W. Babson, who heads a large institution where hundreds of young men and women are students, is recognized as one of the leading business prophets of the land.

And here is what Mr. Babson says about the downward plunge in industry and the general effect on business:

There are twelve periods in each business cycle. By studying these cycles, he believes it possible to forecast with certainty what any industry or section can expect. Here is a summary of the situation:

(1) Every cycle begins at the peak of prosperity, accompanied by large profits and high wages.

(2) This is followed by a period of inefficiency, accompanied by declining bond prices.

(3) Next we have the period of dishonesty and profiteering, accompanied by declining stock prices.

(5) Lack of confidence is then everywhere apparent, which results in general unemployment.

(6) People must then cut down living expenses, families double up, all of which results in declining real estate prices. This is the end of the general decline, and improvement usually begins at this point of the cycle.

(7) Thrift becomes more evident and this results in declining interest rates, allowing banks to loan money to start new building and again set the wheels of industry moving.

(8) The unemployment period always results in greater efficiency, which is evident at this point of the cycle. Increasing bond prices are noticeable at this time.

(9) People become more honest, fairer prices are asked by both merchants and labor. We get a dollar in value whether buying merchandise or labor, which we did not get during the period of prosperity.

(10) Renewed religious interest is now evident, resulting in restored confidence, greater buying with the strengthening of commodity prices.

(11) This is followed by great activity in all lines, with labor fully employed.

(12) The cycle has been completed; extravagance and waste are again in evidence with high money rates.

Mr. Babson says we are now in the sixth period.

Use Those Ideas

NESTLED in among the Green Mountains way up in the state of Vermont is a little town called St. Johnsbury. In it a farmer boy once lived, not so many years ago, just puttering about and not getting much of anywhere.

Then suddenly he fell in love with the village school teacher; desperately in love—so much so that he wanted very earnestly to place a diamond on the correct finger of her left hand. But, of course, he didn't have money enough for such a purchase.

Finally he told his sad story to the village school marm who comforted him with the assurances that she didn't want a ring, that she would far rather have a present he himself had made.

What an idea! After much thought he whittled for her a foot rule such as all school teachers use. Then it occured to them both that more rulers as good as that one might easily be sold at profit. They set to work.

Today a large factory stands in St. Johnsbury, Vermont as a monument to this early beginning. But instead of rulers, weighing scales are now made; a logical outcome of their first crude measuring device.

The owner of this factory and the farmer boy previously mentioned developed an enormous business from practically nothing at all. There is a message to be derived from his career for you.

Don't Betray Their Trust !

IN some ways our children are like our animal pets — helpless little creatures dependent upon us for everything, not only food and shelter, but for training, happiness and mental growth. They learn what we teach them, believe what we tell them, look up to us not only for protection and care, but for decisions and opinions. If we, as parents, have any realization of what important places we fill in the lives of the little folks entrusted to our care, we will not betray their innocent trust.

The other day a New York policeman said that one of the most serious things city parents did was to tell their children that if they were naughty the policeman would take them away.

"The parents make the children afraid of us," said this policeman, "And then when the children really need us, when they get lost or one of their playmates is hurt and needs us, they are afraid to come to us."

Parents who deliberately frighten their children with lies do not deserve to be parents. Telling a child that he will be given to the policeman, or to a "big black bogie" or any other frightful creature is doing the child an injury in two ways: first, by frightening him and perhaps making him the victim of timid fears and nervousness for years to come; secondly, by spoiling his faith and trust in his parents, for in the end he finds out that they never *do* turn him over to "big black bogies',, and he learns that they were simply lying to frighten him.

To tell the truth, and nothing but the truth to our children is an absolute duty we as parents owe them. To tell them the whole truth is not always wise, but no parent need ever tell even little pale gray fibs or white lies to children.

Children who grow up feeling that their parents are always absolutely truthful and reliable will usually be truthful and reliable themselves.

This world that we are living in
Is mighty hard to beat.
We get a thorn with every rose—
But aren't the roses sweet?

Employees Association Directory

Officers

President, HUGH McQUILLEN
Inside Machinists Department

Vice-President, HUGH CALLAHAN
Dock Hands Department

Secretary, EDWARD HANNAVIN
Brass Storeroom

Treasurer, MORTIMER W. MEAD
Office

Shipping Notes Gathered Here and There

Isherwood Main Patent Expires

SIR Joseph Isherwood has established himself in London as naval architect, the main patent on his invention, the Isherwood system of ship construction, having expired. It is interesting to note in passing that over 1,400 vessels have been built on his principle and that 93 of the leading shipyards of the world are engaged upon Isherwood constructions.

* * *

Extending Hamburg-Service

THE Hamburg-American Line proposes to add another vessel like the *Hansa* to its service between Hamburg and New York, so popular has been the *Hansa* which affords accomodations for a limited number of first class passengers and very comfortable and commodious arrangements for third class. The Hamburg-American Line's report for 1921 shows a gratifying and steady progress. The *Mammonia*, the *Holsatia* (formerly the *Hollandia* and *Frisia* of the Royal Holland Lloyd) are to be added soon to the North American service.

* * *

New Cabin Life-Boat

A new type of motor life boat, capable of greater speed and range and equiped with cabin accomodations has been announced by the National Life Boat Institute. The new boat will be sixty feet long with fifteen feet beam, a draught of four feet six inches and a displacement of forty tons. She will have twin screws, driven by two 75 h p motors, each in a separate compartment as a precaution against fire and flooding. Two cabins, one fore and one aft, will accomodate fifty passengers out of 150 which the boat will carry. Equipment will include a line throwing gun, a searchlight and a life saving net. The first boat is now under construction at New Brighton on the Mersey.

* * *

A Masterful Skipper

CAPT. William MacLeod of the United States liner *Potomac* is a masterful skipper. When his vessel caught fire at sea recently he resorted to a trick that he learned during the war and as a result saved his vessel and all on board. For sixteen hours the crew battled with a fire that was first discovered in hatch No. 4, next to the fire room. The fire, feeding on straw mattresses and ship stores, became very serious and another menace threatened when some of the boiler room crew, Filipinos for the most part, became panic stricken. It began to look as though the ship would have to be beached. The streams of water poured into the flames overtaxed the bilge pumps and the ship settled and developed a list to starboard which kept the water from the flames. Then Capt. MacLeod, remembering how skippers in the war had saved their ships from going over on their beam ends after being torpedoed, ordered full speed ahead, and when the boat was making all that was in her, he put the helm hard over and sent the water sloshing back on the fire as the ship careened to port. The fire was extinguished immediately. Chief Engineer Garland was overcome by smoke and Richard Albrecht, chief officer, was burned.

* * *

Gompers Would Kill Private Yards

SAM GOMPERS gets some strange ideas now and then. He thinks that the dismantling and scraping of American warships under the terms of the five-power treaty, should be done only in the navy yards of the country to alleviate the unemployment situation. Just as though the unemployment in the private yards which did every bit as much as the navy yards during the war, should not be relieved. Secretary of the Navy Denby hits the nail on the head when he says: "I know of no industrial plant in private life where such liberality is shown employes, thereby increasing the overhead, as in the navy yards of the United States. It would not seem wise to keep up navy yards, some of which must inevitably be closed, at the expense of the private yards, thereby perhaps causing the destruction of the later."

* * *

Mauretania Breaks Speed Record

WHEN the *Mauretania* of the Cunard line sailed into port recently on her first voyage since her conversion as on oil burner, she is reported as having broken every trans-Atlantic speed record during three hours of steaming from Cherbourg. She made a speed of twenty seven knots, maintaining that speed for nearly three hours. The trip from Cherbourg to New York took five days, twelve hours and seventeen minutes, covering the total distance of 3161 nautical miles at an average speed for the voyage of nearly twenty four knots. Capt. H. S. Rostron, a veteran of the Cunard fleet, was in charge of the boat.

* * *

Turbo-Blowers Used in Motor Ship

HANDICAP is the name given to the largest motorship ever built in Norway and recently completed by the Rosenberg Mekaniske Werksted Stavanger. The vessel is 9000 tons d. w., and has been equipped with Sulzer two-cycle engines fitted with independent turbo-blowers instead of scavenging pumps driven from the main engines. This is the first ship to have an installation with turbo-blowers.

* * *

Record Trip to San Diego

THE *Julia Luckenbach* of the Luckenbach Line, made a record trip from New York to San Diego in March, covering the distance in less than fourteen days. She carried 5750 tons of coal and general merchandise. The trip is said to be one of the fastest voyages ever accomplished by a cargo steamer, between these two ports.

* * *

Winter Cruises More Popular

THE *Rotterdam* and the *Volendam* of the Holland-American Line are reported to have been chartered for exclusive cruise service next winter by American touring agencies. An unprecedented demand for ships for cruises is reported. The number of ships sent out this year, loaded with passengers, and for trips ranging from two weeks to two months has established a new record and the cruising agencies are making arrangements for greater business next fall and winter. The *Volendam* is a new 15,000 ton ship with accomodations for 625 passengers. It is now undergoing final construction work and will be ready in August. She will make her regular service between New York and Rotterdam until Jan. 16 when she will leave on a world tour which will take from four to five months to complete. The *Rotterdam* which accomodates 825 passengers will start on a cruise to the Mediteranean on Feb. 10 and will be away two months. The agencies which handle these cruises provide all hotel accommodations, side trips ashore and all details for a fixed fee.

* * *

More Boats In Service Soon

GRADUALLY the number of ships moored up the Hudson is being decreased by the Shipping Board.

Recently twelve of them were anchored off Brooklyn flats to eventually be taken to ship repair yards to be conditioned for freight movements that are slowly but steadily increasing.

* * *

Coal Strike Favors Shipping Trade

IT is an ill wind that "bloweth no man to good" we think as we contemplate the present coal strike. While this foolish and needless labor struggle is going on some industries will be seriously affected but this is not so of the shipping business because if the strike lasts long enough it may prove a real bonanza for those who have vessels in which coal can be transported. We learn from the *Shipbuilding and Shipping Record* of England that already American and Canadian interests are making inquiries about the prospects of getting coal from England. A year ago the British collieries were idle and England was looking to the United States for supplies of coal. Now the situation is reversed. The only likely setback the shipping trade may experience, should the strike last long enough, will be the inability of the coal shipping ports in England to deal with a greatly increased demand. Already one 6000 ton vessel has been chartered to take Welsh coal to Canada.

* * *

German Repair Yards Crowded

ACCORDING to the *Liverpool Journal of Commerce* an important ship-repairing and drydock company at Hamburg has sent word to their British agents to the effect that it is impossible for them to take on further ship-repairing orders for several weeks. Subsequent investigation by that paper revealed the fact that many of the Continental yards are booked for months in advance. The shipwrights strike and other labor difficulties in England have accentuated the situation.

* * *

Shipping Board Staff Abroad Reduced

THE U. S. Shipping Board has reduced its overseas staff to 150 employees, ninety-eight per cent of whom are American citizens. The expense of maintaining this staff abroad is now $460,000 against $1,000,000 a few months ago. The London office which formerly cost $555,000 a year, has been materially reduced, according to Joseph E. Sheedy, European Manager for the Board.

* * *

St. Paul Now Running to Germany

THE *St. Paul* of the International Mercantile Marine Co., was in our big dry dock during March undergoing repairs preparatory for use in the American Line's Hamburg-New York passenger service. The *St. Paul* had been laid up since October 1920. Shortly afterward we raised on the same dock the *Manchuria* which is used in the same service which provides excellent passenger accomodations at moderate rates. The *Mongolia* is also used by the American Line between Germany and New York. All three of these vessels carry but one class of cabin passengers. The *St. Paul* has 450 cabins and accommodations for 350 third class passengers. Prior to 1920 the *St. Paul* was one of four ships, *St. Louis*, *New York* and *Philadelphia* running between New York and Southampton.

* * *

Buried at Sea

CAPTAIN F. J. Moseley, marine superintendent of the Union-Castle Line at Southampton, died on Feb. 23 and was buried at sea on March 1 in accordance with his wishes. A tug bearing the coffin left the Southampton Docks at 9 a. m. The coffin, placed on a raised platform at the stern of the vessel, was covered with the Union Jack, and securely lashed, for the weather was tempestuous and the sea rough. It was intended to make the place of burial about three miles beyond the Nab, off the Channel, coast of the Isle of Wight, the precise spot where the body was committed to the deep being afterwards given as lat. 50 deg. 37 min. N., long 1 deg. 0 min. W. The journey there was made in a big swell. It had been arranged that the committal should take place exactly at the time of the memorial service at St. Mary's Church, Southampton, and shortly after noon the tug was brought to a stand-still. In the after part of the ship the officiating clergyman, the Rev. A. J. Sinclair Burton, port chaplain of the Missions to Seamen, took his stand, surrounded by a group of mourners, representative of the shipping activities of the port. The usual form of service for burial at sea was used, the sun blazed out in a stormy sky for a brief period, and amid nature's grand illumination the coffin was slowly lowered to its ocean grave.

* * *

Dry Dock Makes Profit On Fish

THERE'S a big dry dock at Balboa, according to the *Panama Canal Record*, which realizes quite a profit from the fish that are caught in it every time the water is pumped out. When the gates are opened for the docking of a vessel a number of fish swim in; now and then a whole school of them. When the dock is pumped dry the fish are stranded on the floor, only the smaller ones being able to go through the grating over the pump intakes. Recently a big catch produced over 490 pounds of cleaned fish which the Commisary Division sold as second grade stock at 11 cents a pound.

* * *

In the Far East

TWO thirds of the total traffic through the port of Vladivostok during 1921 was carried in Japanese bottoms and for 1922 it is estimated that the quantity of cereals alone sent from Manchuria to Japan through Vladivostok will amount to about 242,000 long tons. Chinese steamers are being increased from two to four, between Shanghai, Chefoo and Vladivostok and the Commercial line of the Russian Volunteer Fleet, which has been idle for some time, will shortly resume its run from Vladivostok to Japan, as a result of the new impetus given the shipping trade by the cereal shipments.

* * *

Resumes Norfolk Passenger Service

THE Old Dominion Transportation Company has resumed passenger service between New York and Norfolk, after a lapse of two years. The *S. S. Jefferson* made the initial trip, carrying 150 passengers, with Captain Guy T. Horsley, in command. He was with the Old Dominion Steamship Line several years. Governor E. Lee Trinkle of Virginia, Norman R. Hamilton, Collector of the Port of Norfolk, and John M. Delaney, Commisioner of Docks of New York City, were special guests at a dinner given in the main dining saloon just before the vessel sailed.

* * *

Would Protest Repair Yard Here

ONE item of particular interest to Ship repair organizations in the tariff bill now before congress is that which would apply a duty of 50 per cent on the cost of repairs to American vessels made in foreign waters. This item is intended to protect the American ship repair industry against the competition of lower labor and material costs, especially in German plants where some American ships owners have sent their vessels in late months. The Marine Subsidy bill contains a provision which requires American companies accepting government aid to have all repairs, except those of an emergency character, done in United States plants. This would be similar in effect to the provision in the tariff bill.

S. S. William Green Figures in Flying Ship Tragedy

WHEN the *S. S. William Green* of the Pan-American Petroleum Company left the Morse yard in March, members of her crew little expected that they were to figure in one of the most tragic and sensational airship disasters yet recorded.

While off the coast of Florida the tanker picked up Robert Moore, pilot of the fated flying boat, *Miss Miami* which was lost in heavy seas as the result of a propeller accident. Five passengers aboard the flying ship went to watery graves after a desperate struggle for life against thirst, starvation and the dangers of the Gulf Stream.

The flying boat *Miss Miami* left Miami with Mr. and Mrs. August Bulte and Mr. and Mrs. Lawrence E. Smith of Kansas City, and Mrs. J. S. Dickson of Memphis, Tenn., as passengers. Following is the graphic story of what followed given by the plucky pilot while recovering in a hospital following his timely rescue by the *William Green*:

"We left Miami," said Moore, "at 11:04 o'clock last Wednesday morning in the face of a stiff northeasterly wind. At 11:41, about three minutes out of Bimini, something broke off the propeller. I automatically looked for a ship, or a shoal, to land by. I saw a fishing smack and volplaned down to the water, about a mile away, in its course.

"I asked the passengers not to be afraid. We were in no immediate danger and the craft was drawing near. The winds, however, were rising, and before long the hull of the boat sprang a leak. The nose of the plane began rising. Then a big wave came along and lifted us. The plane turned over and we were all thrown into the sea.

"Mrs. Bulte came to the surface first, then Mr. Smith and Mrs. Smith. Of the three, none could swim. I succeeded in getting them to the overturned plane. Mrs. Dickson and Mr. Bulte had not appeared on the surface. Mrs. Bulte made this discovery.

"'My God, my husband, where is he?' she cried.

"I told her he would be all right in a few minutes and dived into the water, but I could not locate either him or Mrs. Dickson. Mrs. Bulte began to weep. I dived into the water and obtained cushions from the plane to use for life preserves. As I returned to them, I saw the body of Bulte floating. I got directly in front of Mrs. Bulte and obstructed her view. As the body passed me, I noted a wound on the forehead. He must have been killed before he struck the water, when the plane overturned.

"Within the next thirty minutes the scenes changed twice. On the horizon, we sighted the fishing boat. We began to laugh and contemplated being picked up. I was confident we would be saved. In fact, I felt like whistling. I believe I did. It kept up my morale.

"But the fishing boat changed its course

"I can't understand, in God's world, why he did not keep on toward us. He knew I was in that locality somewhere, for he had seen me come down. I could see his name on the boat, less than half a mile away, as he went on.

"The winds rose during the night and the women grew weaker. At least twelve times they were swept over, but I swam out and got them and brought them back each time.

"The next day our hopes rose as we saw other boats pass, but none came within less than a mile and a half of us. I tried to keep up the morale of the others by telling them we were soldiers. It helped marvelously, but one of the women, Mrs. Smith, became utterly dejected.

We weathered the storm of Wednesday night after a terrible experience, and Mrs. Bulte died Thursday. I saw Mr. and Mrs. Smith clasped in each other's arms, and one of them suggested that they close their eyes and jump overboard. But they didn't, and Mrs. Smith died in her husband's arms. We released the bodies of the two women and they floated away.

"Thursday, as dusk approached, Smith grew delirious and I strapped him on. At times he appeared rational, and asked me what chance I thought we had of being rescued. I told him I thought we would yet be saved, and he said:

"'I don't see how we can hold out much longer. Don't you think I had a brave wife?' I assured him that I had never seen a more courageous woman.

"'All right, Bob,' he answered, 'promise me that if you return you will tell her sons how brave their mother was. Tell them the facts and tell them the truth about me. You will know as no other how I died. Tell them for me, Bob.'

"He removed three dollar bills from his pocket and asked me to give one to each of his three boys with his dying message.

"I pushed his body into the sea and all alone kept up my courage as best I could. The sun's heat had blistered me and the thirst was maddening. I chewed the ends of my fingers until blood came to appease my thirst. I saw boats pass and waved to them, but none saw me. As dusk appeared, Friday night, I began to believe that it was all up. I tied a rope to my neck, but I was so weak that it seemed there wasn't much use. I guess I was unconscious when the boat came after me, for I don't remember much more."

Helping Ex-Service Men

IT will interest the friends of Peter A. Drum, formerly employed in the office here, and a member of the Morse orchestra, to learn of some of the splendid things he is now doing in behalf of the ex-service men. As secretary-treasurer of the Waste Collection Bureau managed by the County Welfare Committee of the American Legion in Kings county, he is taking an active part in the promotion of a worthy undertaking.

The Waste Collection Bureau gathers old paper and rags, discarded furniture, clothing and junk and sells it, using the money thus realized to give financial assistance to ex-service men who need help. The American Legion in Kings county, has pledged itself to aid disabled men in hospitals, dependent families of veterans and to secure employment for ex-service men. The funds raised by the Waste Collection Bureau are used for those purposes.

Drum has been doing welfare work for the Legion for over a year, having been a big factor in the development of its employment service. The Waste Collection Bureau is a new plan to raise necessary funds.

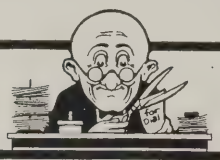
Morse employees can do no kinder act for ex-service men, than to call up the Bureau, Main 10109, and instruct the attendant to send for the old papers, waste material and clothing that are kicking about the house.

The Bureau is located at 71 Douglas street, and has vehicles that will call for the waste.

Life Is A Funny Thing

By E. E. Donnelly

"HEY, CHARLIE FER THE LOVE OF MIKE JUMP IN THERE AN' GRAB THAT CORK, WILL YA,—I WANT'A GET THIS JOB FINISHED TO-DAY!!—"
"WHY, YER BIG STIFF WHAT D'YER THINK I AM A WALRUS JUST 'CAUSE I GOT A MOUSTACHE;—I'M EMPLOYED HERE AS A CAPTAIN NOT AS A CORK-GRABBER JUMP IN YOURSELF AN' SEE HOW YOU LIKE IT!!
SAY WHEN
PAN AMERICAN
PIER 3
"YER'NO I'M NOT DOWN HERE FOR THE SUMMER—SO SHAKE IT UP AND CATCH THAT CORK—"
"COME ON IN JIM THE WATER IS FINE"
JIM COFFEE BOSSING THE PAN AMERICAN JOB AT PIER 3.
SOLID WOOD
"SAY,—I'M NOT SUPERSTITIOUS BUT YER'NO I THINK THIS THING—JUST SPOKE TO ME,—SHAKE IT UP CLANCY,—STEP ON THE GAS, AN' I'LL KEEP MY EYE ON THIS IDOL—!!!
MR. BENNER TAKING HOME THE CHINESE IDOL, A PRESENT FROM MR. HANBURY.
O-BOY—I'VE BEEN ON SOME TERRIBLE RIDES BUT THIS ONE HAS THEM ALL BEAT. I HOPE MR. HANBURY DON'T RECEIVE ANY PRESENTS OF MAN EATING SNAKES OR WILD TIGERS—; 'CAUSE BENNER IS SURE TO GET THEM IN THE END—!!!
"WELL,—I'VE SEEN HIGH BOOTS AN' OPEN OOULASHES WITH BELLS ON 'EM, BUT I'VE NEVER SEEN THIS BEFORE,—MUST BE SOMETHING NEW FROM HOLLAND—"
PAY-ROLL
"YES SIR, IT'S GREAT THE WAY THESE LADIES FALL IN LINE FOR ALL THESE NEW FASHIONS. I WONDER IF THE SHEIK HAD ANYTHING TO DO WITH THIS ONE??
"I'LL BET CHA MY YOUNGSTER IS THAT HIGH ALREADY, AN' TALK ABOUT DRINK, WHY THE MILKMAN HAS QUIT HIS REGULAR ROUTE AN' DOES NOTHING BUT DELIVER MILK TO MY HOUSE EVERY HOUR. THAT'S HOW I'M BUYING THE STUFF THESE DAYS!!! AN' SAY YER KNOW THAT BABE IS A HELP TO IT'S DADDY NOW, WHY I HAVE NOT BEEN LATE AT THE OFFICE—SINCE IT ARRIVED, BECAUSE, I'M UP EVERY MORNING AT SIX BELLS AT THE OLD KITCHEN STOVE HEATING UP THE COW'S FOOD,— AN' DO YOU KNOW, ETC, ETC.—
HEY CAPT. THE SHIP IS READY TO BE TOWED
STENCILS
"STEP ON THE GAS, PEGGY, AN' THROW 'EM IN HIGH—YOU HAVE THE RIGHT OF WAY NOW—"
TOOT TOOT
THE OFFICE CAT
ALL RIGHT BOYS THROW 'EM A LINE, I'M ON THE WAY DOWN TO THE YARD"
CAPT. KIRBY IS NOW KEEPING IN TOUCH WITH THE BOATS BY WIRELESS.
"VHATS VHAT"
MISS PEGGY DOLAN GOT HER FEET WET THE OTHER DAY, TOOK HER SLIPPERS OFF AND GOT INTO A PAIR OF MR HANBURY'S RUBBERS WHICH SHE THOUGHT BELONGED TO MISS TRAVERS. SHE HAD THE WHOLE OFFICE FORCE WONDERING IF SHE WAS A NEW SORT OF A FLAPPER OR JUST TRYING TO SHOW THEM SOMETHING NEW IN THE RUBBER LINE.
HARRY ← DURLINGS COMPOUND
"SAY TOM, COME DOWN TO MY HOUSE IF YER WANT'A SEE A BIG BOUNCING BABY,—AN' TALK ABOUT PLAYFUL, WHY EVERY DAY WHEN I GET UP I FIND THE MORNING PAPER ALL OVER THE FLOOR TORN IN A MILLION PIECES AN' I DON'T MIND THAT A BIT,—NOT SO FAR.
TOM RATHBONE AND CAVANAUGH TALKING ABOUT THEIR NEW ADDITIONS
SHORE ROAD PARK
SPRING IS HERE
DON'T FORGET THE ANNUAL OUTING
NO, THIS IS NOT "CIVIC VIRTUE" FOLKS, IT IS OUR SUPT. OF THE JUNK DEPT VAN GELDERN VIEWING THE DAY'S WORK.

SCISSOR  THEFTS

My Auto, 'Tis of Thee

"My auto, 'tis of thee, short road to poverty, of thee I chant. I blew a pile of dough on you three years ago; now you refuse to go, or won't or can't. Through town and countryside you were my joy and pride, a happy day. I loved the gaudy hue, the nice white tires new, but you're down and out for true, in every way. To thee, old rattlebox, came many bumps and knocks, for thee I grieve. Badly thy top is torn, frayed are thy seats and worn; the whooping cough affects thy horn, I do believe. Thy perfume swells the breeze, while good folks choke and wheeze as we pass by. I paid for thee a price, 'twould buy a mansion twice; now everybody's yelling "ice"—I wonder why? Thy motor has the grip, thy spark plug has the pip and woe is thine. I, too, have suffered chills, fatigue and kindred ills, endeavoring to pay my bills, since thou wert mine. Gone is my bank roll now, no more 'twould choke the cow, as once before. Yet, if I had the mon, so help me John—amen, I'd buy a car again, and speed some more."

Publicity

The codfish lays a million eggs,
  While the helpful hen lays one;
But the codfish doesn't cackle
  To inform you what she's done.
And so we spurn the codfish egg,
  But the helpful hen we prize,
Which indicates to thoughtful minds
  It pays to advertise.

Watch Your Step

In life's subway have a care,
  Watch your step,
Danger threatens everywhere,
  Watch your step.
If you're young you've much to learn,
If you're poor you've much to earn;
If you're good you've much to spurn.
  Watch your step.
In the crowded streets of life
  Watch your step,
There is peril in the strife,
  Watch your step.
If you're old you've much to tell,
If you're rich you've much to sell;
If you're bad you'll go to—Well
  Watch your step.

—*Kodak Magazine.*

Whenever you feel down in the mouth, just think of Jonah—he came out all right.

The Fellow That's Willing To Work

He goes to his task with a song and a smile,
He never says "maybe" or "after a while,"
The fellow that's willing to work.
  But he lives in the sunshine that gladdens today,
And lightens each load in his good-natured way.
The fellow that's willing to work.
  He isn't afraid of the trusts that expand,
He doesn't look forward to woe in the land,
The fellow that's willing to work.
  For he knows that the earth will give food, drink and air,
And there's always enough and a little to spare
For the fellow that's willing to work.

—*Selected.*

The Man And His Job

By John L. Shorey

I haven't much faith in the man who complains
Of the work he has chosen to do.
He's lazy, or else he's deficient in brains,
  And, maybe, a hypocrite, too.
He's likely to cheat and he's likely to rob;
Away with the man who finds fault with his job!
But give me the man with the sun in his face,
  And the shadows all dancing behind;
Who can meet his reverses with calmness and grace,
  And never forgets to be kind;
For whether he's wielding a scepter or swab,
I have faith in the man who's in love with his job.

—*Trained Men.*

An Irishman walked into a dry goods store and asked the clerk about the style of mourning.

"Well," said the clerk, "for a near relation you wear black clothes and a black band around your hat; for a distant relative you wear a wide black band around your left arm; and for a more distant one you wear a narrow band around your left arm."

"Aw," said Pat, "gimme a shoe string! It's me woife's mither."

Don't Be Lazy

A man may be a born genius, but if he will not exert himself, he can achieve little.

Laziness is fatal to success.

History contains few instances where sluggards have risen to the top.

All worthwhile results are achieved by effort, usually by painstaking, persistent, unsparing effort.

The lazy person lets things slide. And when things are left to slide, they slide downhill.

Laziness is a quality inherent in human nature.

Ignorance usually is a consequence of laziness.

And ignorance leads, not to success, but to failure.

Mental laziness is more common perhaps than physical laziness.

It is not hard to go on doing things which require no mental exertion and little bodily effort.

But hard, earnest, sustained mental comfort is beyond the sluggard.

Laziness acts on one as a drug.

It tightens its grip upon one silently, stealthily, but, in course of time, fatally.

It can always find excuses for itself.

Poverty is one of the commonest fruits of laziness.

The path of laziness is the straightest of all paths to want and woe.

To combat it, cultivate a healthy body and a sound mind, and once you dogedly try you will be surprised how much more fun there is in doing things than in doing nothing.—*Forbes Magazine.*

I Am the Captain of My Soul

"Out of the night that covers me,
  Black as the Pit from pole to pole,
I thank whatever gods may be
  For my unconquerable soul.
"In the fell clutch of circumstance
  I have not winced nor cried aloud.
Under the bludgeonings of chance
  My head is bloody, but unbowed.
"Beyond this place of wrath and tears
  Looms but the Horror of the shade,
And yet the menace of the years
  Finds, and shall find, me unafraid.
"It matters not how strait the gate,
  How charged with punishments the scroll,
I am the master of my fate;
  I am the captain of my soul."

Slight Accident

A Chink by the name of Ching Ling
Fell off a street car, bing, bing!
  The con turned his head,
  To the passengers said:
The car's lost a washer, ding ding."

Poor Archie

Weep at this tale of Archie T8.
Who met a girl whose name was K8,
Courted her at a fearful r8,
And begged her soon to be his m8.
"I would if I could," said lovely K8,
"I pity your lorn unhappy st8;
But alack and alas, you come too l8—
I'm married already." Oh, bitter f8!

Do You Remember

When the marine railway was where the plate shop is now?

Harry Finkey, yard superintendent?

Joe plant rewooding a stern tube?

Mike Watson, store keeper in the outside machinists shop?

Barney Munsen on a wheel job?

The outing to Staten Island on the *Why Not?*

The job on the *S. S. Carolina?*

The boxing exhibition between the Rochelle brothers?

* * *

Peggy Dolan got her feet wed recently while on her way to the office and while her shoes were drying out, slipped into a huge pair of rubbers which later proved to be Mr. Hanbury's. Some *feat* for Peggy.

* * *

Mrs. Muriel Nutt-Rude, formerly employed in the Payroll department, paid a visit to Miss Dolan and Miss Badger of that department, recently. She was quite enthusiastic about her new "occupation."

She Rolls Her Own

In days of old when Knights were bold
And women's skirts were long,
No one could see a dimpled knee
Parading in the throng.
But in these days of cultured ways,
Antiquity outgrown,
The modern maid is not afraid
To show she "rolls her own." *Fun*

John Hall, Cost Dept., attended a costume party recently and fooled many of the young men present who thought him the comely young lady he appeared to be. John is going to wonder where we got this picture.

The Office Cat Says—

Tom Rathbone of the Drafting Room, came in recently with a pocket full of cigars, which he passed around among his friends, including Harry Durling, of "Durling's Compound' fame. "It's a nine pound girl," announced Tom with his infectious smile.

* * *

George Thomas Hunt of the Cost department lost his five year old son on March 28 and his many friends in the office expressed their sympathy in a way that was greatly appreciated by Mr. Hunt. The little fellow had been sick but two days. His mother died two years ago during the flu epidemic.

* * *

"Doc" Kavanaugh, chemist has a brand new daughter, born April 24.

* * *

The office force elected Frank Falconer director and James Doremus and Miss Carrie Pierce, Conference board members at a recent noon hour meeting.

* * *

Mike Horan, for a long time employed in the main store room has left and we understand has gone to farming in Red Hook.

* * *

John Grimes has succeeded Vincent J. Trainor as assistant in Mr. Want's office, Mr. Trainor having been transferred to the New York office where he succeeds Miss Connie Mantia who has resigned. Miss Mantia had been attendant at the New York office for several years. She has establish a business of her own doing translation and stenographic work. Mr. Grimes was formerly employed in the office of Jabez Burns & Sons, 43rd St., and 11th avenue, N. Y.

* * *

The Ragged Jacket

(Contributed By W. J. O'Brien)

Here's health and wealth to all my friends, with honesty to back it.
Although I'm poor, my mind is pure, I respect a ragged jacket.
All people are alike to me, each and every nation.
The rich would be amongst the poor, but for wealth and education.
When we are dead and in our graves and 100 years to back it,
Where is the man, that can tell the bones, that wore the ragged jacket.

* * *

Remember, there is no permanent failure until you no longer try.

Johhston Leaves Us

FRANK W. JOHNSTON, an office employee of the Morse Company for the last few years, has left to accept a position with the Everett M. Rich Company, bankers, 15 William street, New York. George Hunt has taken over his work as price and invoice clerk in the cost department.

Johnston was a well liked member of the office force and will be missed by his friends. It was not generally known that Johnston, prior to coming to New York, was a jockey. Eight years ago he met with a serious accident during a steepchase in Buenos Ayres and laid in a hospital there for eight months. At the outbreak of the war he came back to this country and broke horses for the government, later joining the army medical service. Johnston regaled some of his close friends with many interesting stories about his experiences in different parts of the world. He told one interesting story about travelling from Buenos Ayres to Panama on horse back, with a pack train, and being waylaid and robbed by Venezuela bandits who took everything he and his wife had, even to their horses. They received aid from a neighboring ranch and continued north, eventually reaching the United States.

Wishes He Still Hung

He hung on the words
Of beautiful Kate,
And also hung
On the old front gate.
They've been wed now
Ten years, I'd state,
And he wishes he'd hung
On the old front gate.

Otto Rochelle, one of the old timers in the machine shop has returned to work there after having tried his hand at farming in Flemington, N. J. Otto says that farming is all right but he likes to be with the boys in the machine shop where he feels more at home. His family will continue on the farm for the summer.

* * *

John Raven is back in the air tool room. He left here several months ago to go farming in Farmingdale, L. I.

* * *

Hugh Callahan, after hearing about the vote he polled in the yard election confided to a friend that he had been a chump not to have run for alderman. "If Id' known I could get 400 votes I'd of run for a political job," he is quoted as saying. No doubt about the popularity of both successful officers this year, Hugh McQuillan and Callahan. They have been ardent and faithful members of the Association and deserve their popularity.

* * *

Tom White, formerly of the electrical department is now selling radio outfits.

* * *

Frank Maher, formerly of the office staff, is now head of the radio department at Frederick Leoser's department store.

* * *

Frank J. Smith of Philadelphia, is a new pipe fitters snapper.

* * *

John Pelley has been made a snapper in the carpenter shop.

Acknowledgements

"I write you these few lines to thank you one and all for your most kind relief given in time of need, and hope that not one of you shall suffer the same bereavement. My wife and I thank you must kindly," a letter to the Employees Association from Robert Gardiner of the Chain gang.

"I with to thank you and the Morse Dry Dock Employees Association for the kindness shown to my family and me at the time of my accident," a letter sent to Frank Falconer of the Relief Committee, by Edward O. Hintze, Dack Hand.

Popular Boxer Back With Us

SAILOR Joe Daily, the crack Bay Ridge welterweight, is again a Morse employee. He is working in the Pipe shop, getting in shape for a busy boxing season. Daily's friends say he has fought 156 ring battles and lost only nine out of the whole lot. He is of Scotch-Irish parentage and started to box when only fifteen years old at the old Pelican fight. He has since then fought in all parts of the country and in Paris and Brest during the war. He has matched strength with Gunboat Smith during one of our Association meetings, with Jack Sharkey, Marty Cross, Jack Perry, Marty Summers, Len Rowlands, Paul Doyle, Soldier Bartfield, Nate Seigle, and Eddy Sheverland and he has boxed and trained with Benny Leonard, Jack Britton, Mike O'Dowd, and Johnny Wilson. He won the championship of the navy from Jack Dougherty.

Bill Gourley of the machine shop, who has been employed here for several years, has left to take up farming in Sharron, Conn. Bill is better known as the "typewriter repair man" having frequently been called upon to make repairs to the machines in the office while here.

* * *

The *Game Cock* has been very busy lately, having been assigned to the task of getting the new boilers for the *Madawaska* to the yard from the plant of Babcock & Wilcox in Bayonne.

* * *

Attention Chauffeurs

SOME motorists appear to have the mistaken notion that it is harmful to the engine to use the compression as a brake in going down steep hills, says *Scientific American.* Shut off the engine and leave the gears in mesh, so that the wheels drive the engine against the compression in the cylinders.

"Be sure that throttle is closed. This will help to save the service and emergency brakes from excessive wear. If greater braking power than that afforded by the high speed position of the gears is needed, shift into second or low, the braking effect being increased as you step down because the rear wheels drive the engine faster."

Efficiency

In she came
Down she sot
Laid an egg
Up she got.

Dry Ballads

I cannot sing the old songs,
I do not care for them;
They don't sound as they used to
At 1 or 2 A. M.

You Know Him

Among the birds,
Who needs the noose,
Is the Sap who eternally,
Asks "What's the Use?"

Let'er Burn

Lives of great men all remind us,
As their pages o'er we turn,
That we're apt to leave behind us
Letters that we ought to burn.

There was a young lady from Siam,
Who had a lover from Priam,
"I don't want to be kissed
But if you insist
Goodness Knows you're stronger than I am."

* * *

Wallace Livermore, who was employed for years in the wood caulking department, is now working in St. Albans, L. I., as a a watchman for the Long Island railroad. St. Albans, by the way, is famous for two things: a wonderful golf course and a remarkable volunteer fire department which includes our Mr. Benner.

* * *

Henry Beck, formerly employed in the carpenter shop for a long time, has returned.

This little fellow, the son of Hugh McQuillan, president of the Employees Association, was one of the prize winners at the annual ball of the Association and made a great hit with the ladies.

Jes' becaus a feller yodels when he eats soup don't make him a musician eny-mor'n a fancy label makes a good bottle of rum.

AND speakin' about rum, I see whar this here prohibition comishioner has said that 98 per cent of all booze bein' sold nowadays is poison.

Well thar's lots of damphools in this world accordin' to the papers becaus it looks like every one was drinkin' the stuff.

They's the guys who don't use their brains for enything 'cept headaches.

Accuracy

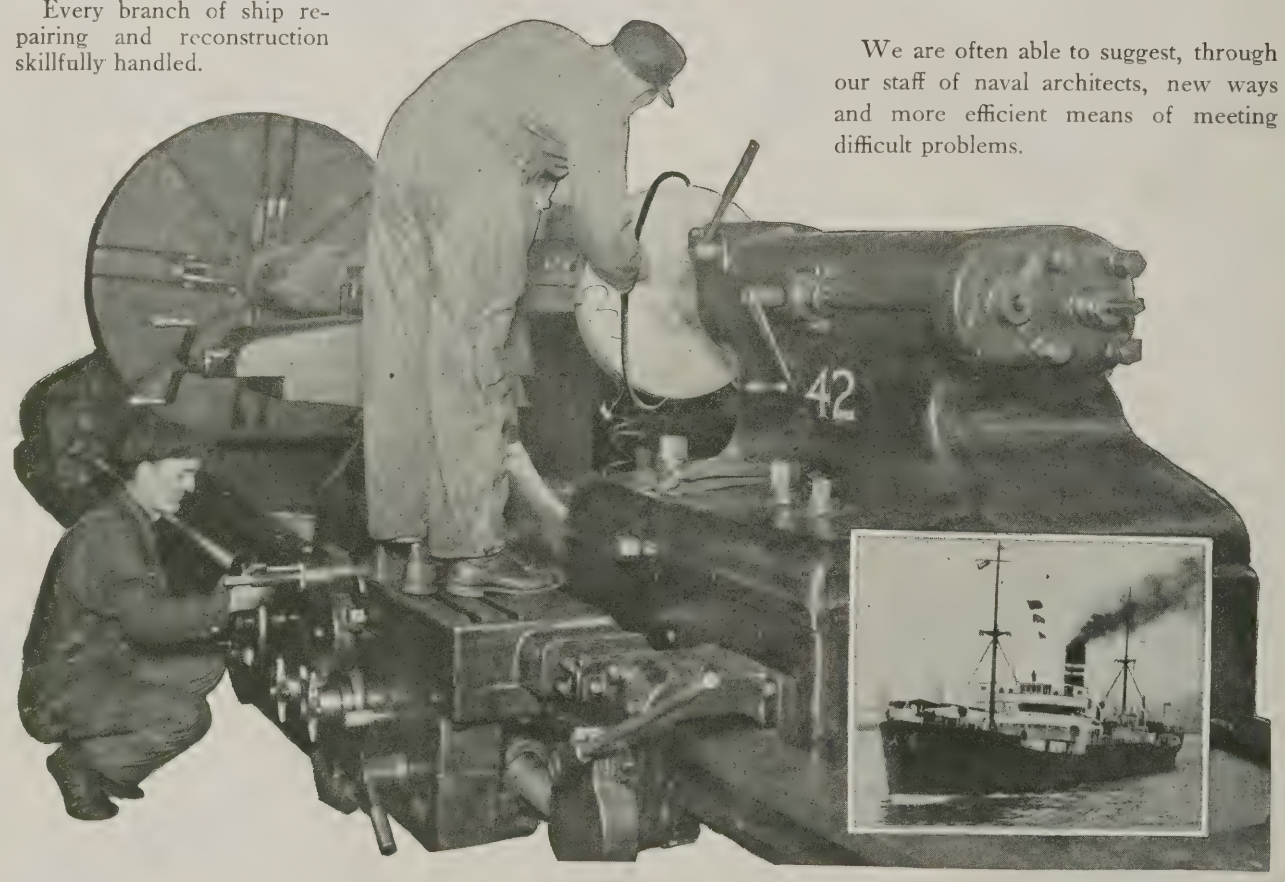
is an important factor in ship repairing efficiency

THE MAN who directs the movements of a great machine must of necessity be a master in turning out an exacting piece of work. It is his duty to hold or let loose the mighty power that can, if not properly handled, cut too deep into the whirling metal.

MORSE SERVICE has sought to include in its organization such men as are masters in their particular line. We believe them to be not only good mechanics but men who take a genuine interest in performing their tasks as nearly perfect as is possible.

Every branch of ship repairing and reconstruction skillfully handled.

We are often able to suggest, through our staff of naval architects, new ways and more efficient means of meeting difficult problems.



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Forget the Storms; Bring in the Ship

"The World is Not Much Interested in Storms You Encountered at Sea, the Question is *Did You Bring in the Ship?*

ONE doesn't have to be a nautical man to comprehend the significance and wisdom of the above quotation which hangs in the office of a Shipping Board official in Washington where Mr. Morse copied it and passed it along for our publication.

The foundations of this company were laid by a man who knew how to overcome and forget obstacles.

And like all men who succeed in life he had to face trials and tribulations along side of which the troubles of the ordinary mortal would pale into oblivion.

In every walk of life there are those individuals who find more satisfaction in telling about the hardships they encounter than they do in getting done the job they have to do.

They waste much of their time and the time of others complaining about the obstacles they have to overcome while the work assigned to them suffers from the lack of the right spirit.

Bring in the ship; forget the storms.

MORSE DRY DOCK DIAL

Vol. 5 July, 1922 No. 7

The *M. S. William Penn* Photo by Courtesy Motorship

M. S. William Penn Breaks Economy Records

ECONOMY of operation, maximum cargo space and high speed have always been the goal in ship construction even as far back as 3000 years ago when ships of city of Tyre, then the trading center of the world, sailed away from their ports carrying anchors made of solid silver. By those three standards has the shipping commerce of the world been gauged.

What wonder then that the recently reported performance of the *William Penn* should be hailed with acclaim as the most notable economic exhibition ever made by an American ship.

According to official announcement by Admiral W. B. Benson, commissioner in charge of construction for the U. S. Shipping Board, the *William Penn* which is one of the only two Diesel-driven ocean-going steamers owned by the Shipping Board, returned from a globe-girdling voyage of 28,567 nautical miles with a total expenditure of only $70 for repairs.

The *William Penn* came to the Morse plant for conditioning after her long test trip and during the several days she was here attracted hundreds of visitors some of whom travelled from distant inland cities to inspect her.

From Capt. R. H. Wright we learned many interesting things. She averaged only 15 tons of oil a day and developed an average of 4000 H.P., her Burmeister & Waine engine working with the smoothness and ease of a vest pocket watch.

The trip took six months and 19 days. Her actual steaming time was 95 days with not one single breakdown and no repairs or damages. Her fuel consumption was 12.94 tons per day whereas her consumption while in port was only two or three barrels per day.

Despite unusually heavy weather which caused her captain to heave-to five hours and "crawl-along" for another ten hours to save the deck cargo during a hard gale following one of the China Sea typhoons, the *William Penn* averaged 11 knots from the time she left New York until she reached Liverpool.

Her crew consisted of a little more than two-thirds of the personnel she would have carried had she been under steam.

The *William Penn* has a capacity of about 11,725 tons cargo besides the fuel, stores, and water, when on her fully loaded displacement of 17,100 tons.

In the May issue of "Motorship," New York, is a comprehensive article about the performance of the *William Penn* and we are publishing below by special permission of Thomas Orchard Lisle, its editor, extracts and illustrations from that article.

"Motorship" is enthusiastic about the performance of the *William Penn* and says that "sufficient convincing evidence emanates from the records of this voyage to cause every farsighted shipowner to either build new Diesel-driven craft or to convert his existing steam-vessels to motor power."

Continuing "Motorship" says: "Her performance leaves nothing in doubt. Incidentally she is said to have made a profit for her operators of about $180,000 on the outward trip and covered a little more than expenses on the homeward voyages. Her performance was satisfactory in every way, and this operation was not the result of special 'stage-setting.' In fact it can and will be duplicated many times by this ship, and has been duplicated during the past ten years by numerous other motor-vessels owned by

foreign interests. This record of her initial voyage around this planet is of very great importance because she is the first American Diesel-driven ship of her size to complete this circuit, and, as she is operated by a responsible domestic company her recorded performance stands indisputable.

"All of the figures which appear in this article have been carefully checked, and the ship's log-book has been exhaustively studied for the purpose."

"Motorship" has no patience with the disposition of some shipping men to consider that the motorship is not economical because of first costs. A Diesel-driven boat costs ten to fifteen per cent more than steamers because a Diesel-engine is about 30 per cent higher than steam engines and boilers.

It is pointed out that it is unfair to take two hulls of the same dimensions, one with steam and the other with Diesel power, for purposes of comparison. "These two types of vessels are fundamentally different and such comparisons can only be misleading," "Motorship" states.

"To enable a steamer of the same dimensions to average the same round-world speed as the *William Penn* it would be necessary to equip her with higher powered machinery—say about 750 i. p. h. greater, which would increase her first cost, overhead and operating charges, etc., and possibly make one more fireman necessary, as well as weigh more and occupy more space and increase the fuel-consumption to a total of about 45 tons a day, compared with the 13 tons of this motorship. Also the bunker space would have to be increased, thus making another reduction in the net-cargo capacity by both weight and volume. However to carry the same quantity of net cargo the same distance as this motorship a steamer would have to be nearly a thousand tons larger; consequently she would be just as expensive to construct, especially as this additional tonnage means more power again and extra fuel-consumption up to a total of about 50 tons.

"What a ship owner must do to get a true comparison is to plan a steamer to carry 627,830 cubic feet of bulk-cargo as well as sufficient fuel for a distance of 20,000 to 30,000 miles at an average sea-speed through storm and calm of 10¾ to 11½ knots without rebunkering. Then compare her dimensions, power, crew and cost at today's prices and operating charges with those of the *William Penn*. If first cost is to be taken into consideration a motorship should always be compared with a steamer of 7 per cent to 10 per cent greater dimensions to obtain a fair comparison. The shipowner must get away from the habit of thinking in deadweight tons. The motorship has made this tonnage term obsolete.

"The *William Penn* was a very expensive ship, due to her Diesels having been purchased abroad at the height of the war at top prices, shipped over and left on the dock for about two years during which time the market prices fell. The hull was designed and started as a steamer and afterwards changed to take the motor power. A considerable number of structural changes and additions had to be made to the hull after her delivery from her builders to Cramps, including many hundreds of new rivets. Consequently, over half her cost should be wiped-off. But all of these things cost unnecessary money. Similar ships can be built today for less than half her cost."

What the William Penn's Log Shows

DATA gathered from a close study of the performance of the *M. S. William Penn*, and published in the May issue of "Motorship," furnishes an interesting array of statistics, "Motorship's" account of the voyage of the *William Penn* follows:

"She was partly loaded for the outward trip at the Barber Line's Brooklyn pier with general cargo, as well as at the Tidewater Oil Co.'s wharf at Bayonne, N. J. When she left New York harbor on Sept. 3, 1921 she had 4,744 tons of cargo aboard, consisting of miscellaneous freight, 129,374 cases of oil and 500 barrels of grease for delivery in the Phillipines and Java. As her double-bottoms and fuel-tanks in the shaft alleys hold enough fuel for a trip around the world, her deep-tank was loaded with paying cargo which in a steamer making such a long trip would have had to be filled with oil. In fact she only burned 1,475 tons of oil for the entire voyage. Prior to her trials on the Delaware she took aboard a quantity of 30° Baumé Diesel-oil supplied by the Atlantic Refining Co., of Philadelphia, at $14.11 per ton or 4.8 cents per gallon. Some of this oil was used on the trials. When in New York she bunkered 300 tons of additional fuel-oil of 29.4° Baumé at 4 cents per gallon, or $1.68 per barrel (7 barrels —1 ton). Thus, when she left New York she had 1,160 tons abroad. We presume she did not take more because she bunkered by barge at the last moment and could not spare more time.

"She passed the Ambrose lightship at 9 p. m., on that night, and reached Savannah, Ga., at 10 a. m. Sept. 6th, averaging 10.84 knots by observation, her speed through the water being estimated at 11.44 knots. The distance was 668 nautical-miles. At this port she took abroad 3,350 bales of cotton in her holds and 1,450 barrels of rosin on deck. It was found that her daily fuel-consumption figured at 12.23 tons. No attempt was made to make better speed because the Captain desired to go up the river on the noon tide.

"For an eight hour period on Monday, Sept. 5th, the following data was obtained: R. P. M. 106; I. H. P. (metric) 3,700; I. H. P. (English) 3,650; oil consumption per I. H. P. hour (English) 0.315 lb. due to reduced power. The fuel used on this run was so-called Diesel-oil (solar-oil) and had the following characteristics: Specific gravity, 0.879 at 600° F; corresponding to 29.4° Baumé; flash (open cup) 205° F; fire, 226° F; viscosity (Saybolt) at 100° F; ..... 42; sulphur per cent 0.756; calorific value, 19,450 B. T. U.

"Upon leaving Savannah her mean draft was 26 ft. 5 in. She proceeded to Panama, a run of 1,552 nautical miles, covering the same in 5d 14h 2m. On one day en route she averaged a speed of 11.8 knots on 14 tons of fuel. At Balboa fuel oil at low price was available, so she bunkered 193 tons (1,351 bbls.) of 24.4° Baumé.

"From Panama the course of the *William Penn* lay to Honolulu, 4,711 miles away, which she made after a good run of 17d 19h 34m. At this port the last supply of fuel was taken abroad, this being 216 tons (1,513 bbls.) of 27.2° Baumé oil at $3.15 per bbl., supplied by the Union Oil Co., of Cal., making a grand total of 1,609 tons of fuel bunkered. Of this quantity she burned 1,475 tons in the round trip from New York, including all harbor consumptions, so had ample left when she docked over six months later.

"From this it is easy to understand the great advantage of the big cruising

Capt. R. H. Wright, who navigated the *William Penn* around the world

Chief-engineer Oscar Olson looks "worried' after his 28,000 mile non-repair trip. Before going to sea on the *William Penn* he was a steamship engineer, this being his first motor-vessel

Photos by Courtesy Motor Ship

William Penn loading for her second voyage at the Barber Pier, Brooklyn

Loading case cargo on the *William Penn*, winches being operated by unskilled labor

Air-signals of the William Penn; the upper horn is of American manufacture, the lower of foreign make

radius of a motorship, which enables her to buy fuel where the price and quantity are the most favorable. This radius factor alone should place about $10,000 to the credit side of a motor vessel when comparing her operation cost with that of a steamer engaged in world trading.

"The average speed maintained over the distance between New York and Manila was 10.9 knots, and from there to New York 10.6 knots. From New York to London via the two canals her average speed loaded was 11.91 knots. Owing to the very heavy storms in the Atlantic the speed from Liverpool to New York almost in ballast was only 8.9 knots, otherwise her average round the world would have been much better than 10.6 knots.

"On the run from Honolulu to Yokohama the Pacific ocean gave our 'heroine' an exhibition of a gale following a China Sea typhoon and very heavy weather generally. The hull of the *William Penn* is of a very box type with plenty of beam so she pounds heavily when coming down after being lifted by a big sea. Thus to save the deck cargo, Capt. Wright hove her to for five hours and then just barely maintained steerage way for another ten hours. Chief Engineer Oscar Olsen advised us that at no time during the voyage did the propellers race. Never has he found a more quick acting pair of governors, which responded instantly to the slightest increase of engine speed and cut out the fuel on all cylinders but number six, so that the engines would just turn over while the propellers were out of water. Such a condition is impossible with reciprocating steam machinery and the vibration of a racing propeller fairly shakes a ship.

"Furthermore instantly Diesel-driven propellers re-enter the water they regain their normal speed. This factor assists a motorship to average a higher speed over a longer period than a steamer. Also in calm weather the propeller speed is constant within two or three revolutions hour after hour, day after day and week after week, never altering with a change of watch. Aspinall-type governors are fitted, slightly modified by the builders of the engines.

"Chief Engineer Olsen, who has never before been to sea with Diesel-engines, also told us that at no time on the voyage did he ever have the slightest anxiety as to the engines being able to more than put the ship through anything that might be met. The engine room crew of the *William Penn* consists of 14 men, viz chief engineer, three assistant engineers, two electricians, four senior and four junior motor-men, the former drawing oilers' and the latter drawing wipers' pay. An oil burning steamer of 3,500 horse-power carries an engine crew of at least 19 men and a coal-burning steamer of this power would require at least 22 men. On her second trip three steam engineers inexperienced with Diesels have been taken on, replacing three men who have gone to other vessels.

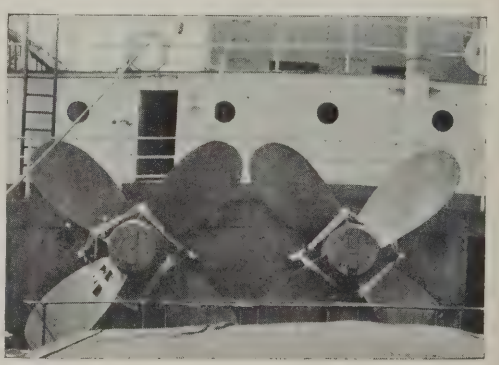
"In addition to her regular crew the *William Penn* on her maiden voyage carried a guarantee-engineer, Oscar Mattesen, representing William Cramp & Sons Ship and Engine Bldg. Co., who now goes with the *Californian.* Chief Engineer Olsen told us that after being shipmates with steam engines and then running Diesel-engines he would not want to go back to the steam engine, feeling that the Diesel engines handle more easily and quicker and are in every way superior to the steam plant, apart from the economy feature.

"On this run to Japan, and on the run from Liverpool to the end of the voyage at New York the machinery received a through test, driving the ship against a very strong wind and seas in each case. Only once did either main engine have to be stopped at sea, and this was for a very short time to adjust a telescopic pipe of the piston cooling system. Only once during the six-months were the exhaust and inlet valves of the main engines changed, thus squashing another fallacy. Only once was a cylinder-head removed, and this was to replace a faulty and damaged piston-ring. No heads or liners cracked.

"All work of the main engines, which was of a routine nature, was done by the engineers personally when in port, and all similar work on the auxiliary engines and machinery was done under way at sea. The total cost of repairs amounted to $70. The auxiliary Diesel-electric engines worked perfectly through the trip, and were run at times over 500 hours without stopping. There was no involuntary stopping of the vessel at any time throughout the voyage.

"At Yokohama the first batch of cargo was discharged, and the vessel then proceeded in succession to Kobe, Shanghai, Foochow, Swatow, Hong Kong and Manila. At the later named place unloading was completed and loading commenced for the return voyage. The next stop was at Cebu, Philippine Islands, and then passing between Celebes and Borneo she stopped at Surabaya, Java, where Christmas was spent, eight degrees below the Equator. The next port was Singapore, in the Straits Settlements, where loading was completed for the return trip. The next stop was at Suez, and after passing through the Suez Canal arrived at Port Said, where a small amount of cargo was discharged in turn at Marseilles, London, Rotterdam and Liverpool.

"From the later place the vessel sailed on the 6th of March for New



A spare pair of bronze propellers carried by the *William Penn*

York in ballast, arriving on the afternoon of the 19th, after having experienced some very severe gales in the North Atlantic, the wind at times attaining a velocity of 110 miles per hour. On the return trip the vessel was not fully loaded, although the cargo was of very bulky nature.

"The total time required for the voyage counting twenty four hours to the day, was 197 days. The total number of days in port was eighty-six, and the total time at sea 108 days. About three days were taken up in passing through the two canals at the reduced speed of 48 r. p. m., up rivers, etc., from pilot boats to piers, and standby at pilot boats, etc.

The mean sea speed from New York to London was 11.01 knots, with a mean consumption of 13.06 tons per day (exclusive of donkey-boiler). From Liverpool to New York in ballast, the speed was reduced, due to the ship being in light condition, and to the very severe and almost continuous storms encountered. The vessel averaged 8.9 knots with a mean consumption of 13.15 tons per day (exclusive of donkey-boiler.)

"The best speed was made the last day out of New York, with 12.8 knots and the main engines developing 4700 i. h. p., thus proving that Diesel-engines do not fall off in power at the finish of a long run.

"The longest non-stop run was from Singapore to Suez, or 4943 nautical miles, taking nearly eighteen days, with a mean sea speed of 11.48 knots, and mean total consumption of main and auxiliary engines of 13.41 tons per day. The consumption per i. h. p., main engines only, and all purposes was 0.3025 pound. The mean i. h. p., was 4130 and r. p. m. 107.9 with a draft of 21 feet 8 inches leaving Singapore.

"On leaving Savannah the draft was 26 feet 5 inches and the mean sea speed from Savannah to Panama was 11.6 knots, with a consumption per twenty-four hours of 13.81 tons and a consumption per i. h. p., main engines, all purposes, of 0.3055 pound. The consumptions are noteworthy, but usual with motorships.

"In port, when loading or unloading, with two or three auxiliary Diesel engines operation during the day, and one engine running for the 24 hours, the consumption for the auxiliary engines was about 150 gallos per day, or 0.48 ton, which is from one twentieth to one tenth that for an equivalent steamer. When one engine was operated the one auxiliary engine at sea was 0.52 to 0.55 ton, when in use.

"Of the 108 days at sea, twenty four were stormy.

"The *William Penn* was loaded for the Far East again, carrying chiefly heavy or deadweight cargo, consisting mostly of structural steel, and with the vessel loaded down to the full draft marks. She was able to carry with this class of cargo about 1,000 tons more than the equivalent steamer, representing the additional fuel and fresh water necessary to be carried by the steamer.

Equally satisfactory as the main engines was the performance of the deck and engine room auxiliaries. At every port the electric winches proved themselves to be in every way the equal, if not superior, to steam winches in the estimation of every stevedore and coolie handling the loading and unloading of cargo.

"The chief objection heretofore to electric winches was that they have been too slow on light hook speeds, but the winches on the *William Penn* have been very satisfactory from this standpoint. Loading in New York the winches handled an average load of two tons, while at Savannah the load was six bales of cotton, about one and one half tons.

"For lubrication of the cylinders Vacuum D. T. E., extra heavy oil is used, and for forced feed and hand lubrication D. T. E. heavy medium oil is used, the consumption per day for each kind averaging for the trip: for cylinders, nine gallons; for air compressors, two gallons, and for hand lubrication and wick feed five and one-half gallons, a total of sixteen and one-half gallons per day.

"The average daily consumption of fuel-oil for the world voyage was thirteen tons. The following statement of fuel oil consumption for the voyage will likely prove of great interest, this data having been given to "Motorship" by Chief Engineer Olsen:

Total fuel oil used at sea, main engines and auxiliaries: 428,713 gals. (10,207 bbls.)

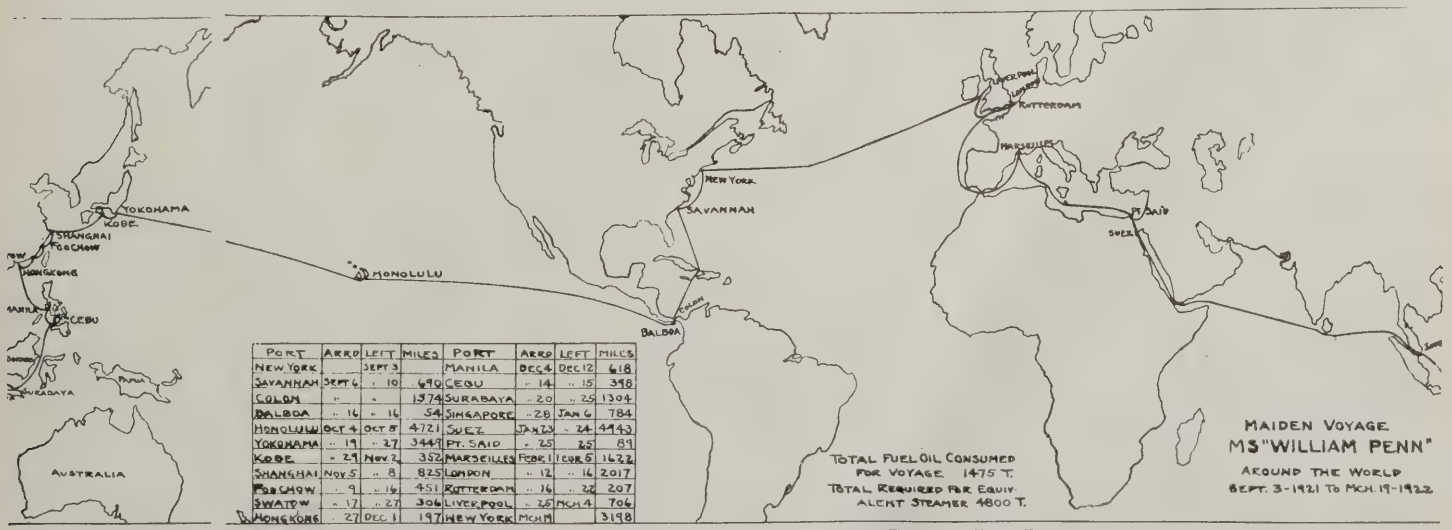
Total fuel oil used at sea for donkey-boiler and auxiliaries: 5,650 gals.

Total fuel oil used in port for donkey-boiler and auxiliaries: 23,068 gals.

Total fuel consumed for all purposes: 457,599 gals. (10,895 bbls.)

Total fuel oil bought for ship: 482,-419 gals.

"At many of the ports touched motorships are rarely seen, so that agents for supply houses selling ship and engine stores are not yet accquainted with the fact that a motorship does not have to purchase the various items that a steamer does on a long voyage. As usual, at each port these agents swarmed aboard and Chief Olsen had quite a task, he says, trying to convince some of them that the ship had been over half way around the world and hadn't bought fresh water, lubricating oil, grease, gasket material, graphite etc.



PORT	ARRD	LEFT	MILES	PORT	ARRD	LEFT	MILES
NEW YORK		SEPT 3		MANILA	DEC 4	DEC 12	618
SAVANNAH	SEPT 6	" 10	690	CEBU	" 14	" 15	398
COLON	"	"	1374	SURABAYA	" 20	" 25	1304
BALBOA	" 16	" 16	54	SINGAPORE	" 28	JAN 6	784
HONOLULU	OCT 4	OCT 5	4721	SUEZ	JAN 23	" 24	4943
YOKOHAMA	" 19	" 27	3449	PT. SAID	" 25	25	89
KOBE	" 29	NOV. 2	352	MARSEILLES	FEB 1	FEB 5	1622
SHANGHAI	NOV. 5	" 8	825	LONDON	" 12	" 14	2017
FOOCHOW	" 9	" 16	451	ROTTERDAM	" 16	" 22	207
SWATOW	" 17	" 27	306	LIVERPOOL	" 25	MCH 4	706
HONGKONG	" 27	DEC 1	197	NEW YORK	MCH 19		3198

Chart of round-the-world voyage of the motorship "William Penn"

Resolute and Reliance Contain New Features

UNDER command of Captain David Malman, the *S. S. Resolute,* a German built vessel, acquired by the United American Lines, arrived in New York harbor during the last week in April and attracted much attention as she sailed up the bay for her berth at Pier 85, North River.

Capt. Malman will be remembered by many Morse employees when the *De Kalb* was being reconditioned here.

Morse employees were the first American workers, aside from members of the crew, to do work on the vessel, the contract for putting her in shape for her return voyage having been awarded to the Morse company.

Judging from our work list the *Resolute* encountered rough weather on her trip over. There were many deck repairs.

The *Reliance,* a sister ship, which arrived during the middle of May, was also conditioned by Morse workers following her maiden voyage. Both jobs involved rush work because it was necessary to avoid interruption of the regular sailing schedules and our workers responded to the situation admirably, working night and day. Capt. F. L. Iverson was in command of the *Reliance.*

Those who have inspected the *Resolute* pronounce her a very well appointed vessel with all the luxuries of the present day passenger ship and many new features.

One innovation is the huge swimming pool which unlike that on other ships, is located so that the swimmers can bathe in daylight, a great domed roof covering the pool. There is also a botannical garden on the boat deck which is filled with rare tropical plants; a childrens dining room, a Wintergarden, a gymnasium; and various delux cabins, and a tailor shop.

Photo (C) by Edwin Levick

The New *S. S. Resolute*

The United American line is making many improvements in the 1000 foot pier at the foot of West Forty-Sixth street. New elevators and escalators are being installed and the waiting rooms are being refitted and made very attractive and comfortable, affording accomodations that are in keeping with the splendid ships that they will serve.

Always in the case of a new vessel there are many minor alterations to be made following her maiden voyage but not always do the worksheets furnish such interesting items as those that appeared on the *Resolute* and *Reliance* lists.

"Properly secure ice box in barroom; also install shelves for bottles in same.

"Furnish material and recover all steam pipes where washed away by sea on forecastle head.

"Furnish and install boards to prevent passengers rolling out of bunks in several rooms.

"Furnish and install shelves for claret wine in wine bar.

"Furnish and install lee board to bed in surgeon's room.

"Furnish and install pane of glass in green house and flower shop."

"Repair automatic egg boiler."

Shipping Board Plans New Boat Markings

AS one step toward a gradual standardization of the markings of Shipping Board vessels, the authorities at Washington have ordered all their Pacific Coast operators to change their funnels to a uniform buff, while the hulls are to be black and the superstructure white. This plan has been adopted to obviate the confusion that has resulted from the combination of private and Shipping Board markings that have hitherto been permitted. Passenger companies will continue to use the old system. The order is expected to be put into effect on the Atlantic coast sooner or later.

This plan is expected to do away with the constant changing and the multiplicity of systems that have been in vogue. The shields bearing the Shipping Board arms, many of which were made by the Morse Dry Dock & Repair Company in our sheet metal department, are continued in use to some extent but as there has been no uniformity about their location on the vessel, they have not served as satisfactorily as they might have. Some have appeared on the funnels, others on an end of the bridge, and sometimes they have been placed on the hull.

It is to be desired that the regularly established freight lines be permitted to continue the use of their indentification marks because a certain advertising value attaches to those that have been long in use.

The question of proper identification for vessels that sail the seven seas, is one requiring serious thought and there is indication that the Shipping Board has come to this conclusion and seeks to unify the markings and names on Shipping Board boats.

Objections against the use of nicknames of States for some of the larger vessels, have resulted in a plan to rename all the so-called "state" boats after Presidents of the United States. Twenty-three vessels will be renamed, including the *Leviathan,* which with the *George Washington* will give to the Shipping Board twenty four boats bearing the names of United States Presidents.

Following is a list of the boats renamed. The names of those presidents

not appearing in the following list will be given to new American passenger liners as fast as they are put in service.

President Garfield, 502 feet, *(Blue Hen State)* built by New York Shipbuilding Co., for $4,088,274.71; operated by United States Lines.

President Adams, 502; *(Centenial State)* New York Ship; $4,088,466.49; United States Lines.

President Polk, 502, *(Granite State)* New York Ship; $4,086,027.46; United States Lines.

President Van Buren, 502, *(Old North State)* New York Ship; $4,084,-695.58; United States Lines.

President Monroe, 502, *(Panhandle State)* New York Ship; $4,085,516.44; United States Lines.

President Hayes, 502, *(Creole State)* New York Ship; $4,085,573.61; Pacific Mail S.S. Co.

President Harrison, 502, *(Wolverine State)* New York Ship; $4,085,889.93; Pacific Mail.

President Roosevelt, 535, *(Buckeye State)* Bethlehem Shipbuilding Corp.; $5,992,652.65; United States Lines.

President Wilson, 535, *(Hawkeye State)* Bethlehem Ship; $6,664,521.20; United States Lines.

President Madison, 535, *(Bay State)* New York Ship; $5,887,111.75; Pacific S.S. Co.

President McKinley, 535, *(Keystone State)* New York Ship; $7,041,552.23; Pacific Mail S.S. Co.

President Grant, 535, *(Pinetree State)* Bethlehem Ship; $5,494,496.20; Pacific Mail S.S. Co.

President Jackson, 535, *(Silver State)* Newport News Shipbuilding Co.; $6,353,232.06, Pacific Mail S.S. Co.

President Jefferson, 535, *(Beaver State)* New York Ship, $7,317,318.15; Pacific Mail S.S. Co.

President Taft, 535, *(Lone Star State)* New York Ship; $7,016,112.64; United States Lines.

President Pierce, 535, *(Peninsular State)* New York Ship; $5,887,111.78; United States Lines.

President Cleveland, 535, *(Empire State)* New York Ship; $7,041,551.44; Pacific Mail S.S. Co.

President Taylor, 535, *(Golden State)* Newport News, $6,291,944.92; Pacific Mail S.S. Co.

President Lincoln, 535, *(Hoosier State)* New York Ship; $7,008,964.80; Pacific Mail S.S. Co.

George Washington, ex-German liner, United States Lines.

President Harding, ex-German liner, *(Leviathan)* unassigned.

America, ex-German liner, *America*, United States Line.

President Arthur, ex-German liner, *(Princess Matoika)* United States Lines.

Pan-America (Palmetto State) Bethlehem Ship; $5,318,138.24.

Western World (Nutmeg State) Bethlehem; $4,023,107.47.

American Legion, (Badger State) New York Ship, $7.309,189.37.

Southern Cross, (Gopher State) New York Ship; $7,302,848.15

More about the Word "Maru"

So much interest was manifested in our recent article about the word "Maru," we are using the following essay giving further explanation about the word, which appeared in the *Pacific Marine Review* for March. The article was written by Kiyoshi Kawaii of Yokohama and it adds an interesting bit to the information already published. The article originally appeared in the magazine *Japan* published by the Toyo Kisen Kaisha in San Francisco.

Mr. Kawaii's article follows:

"The word "Maru," has two different meanings.

1. (a) "Circle" or "Ring" — when used as a noun.
   (b) "Round," "Complete"—when used as an adjective.
2. The suffix for the name of a person or thing.

"The word "Maru," which is now commonly used with the name of a ship, comes from the latter sense, and it is a colloquial pronunciation of the word "Maro," which originally meant "Self." The word "Maro" was used in times by nobility as a pronoun when one referred to one's self in addressing another, just as the for "I" is used in English; as, "Maro mo uta yoman"(I, too, will compose a poem), as we often see in old books.

"In this way, both words, "Maro" and "Maru," came to be used as a suffix for the name of a male person, as in "Kakinomotono Hito Maru," an eminent poet of the seventh century, and "Sakanoueno Tomura Maro," a famous general who lived in the ninth century. In ancient times such a way of naming a male was practiced mainly by the families of the courtiers and direct retainers of the Emperor, but after the middle ages it became a fashion among the military caste to put "Maru" as a suffix to the name of a juvenile, such as "Ushiwaka Maru," "Ran Maru," and so forth. It is to be noted that the "Maru" was applied also to the names of certain domestic animals or tools possessed or fondled by high-class people, as in "Hiza Maru," a sword well known in Japanese history; "Kogarasu Maru," a celebrated sword hereditarily owned by the Heike family; "Shishi Maru," a famous musical instrument; "Okina Maru," a noted dog, and so on.

"Such a way of naming an animal or thing seems to be due to the fact that the owner had so strong an affection for it that he gave it a name similar to a man's in personification.

"The word is applied also to a castle, but in this case it has rather a different meaning. The old castles had each a proper name of its own, as the castle in Tokyo or Yedo was called "Yedo-jo," the one in Nagoya "Nagoya-jo," etc. These castles consisted of the main buildings for the ruling Shogun or Daimyo, surrounded by two, three or sometimes more outer walls and moats for defense, and the central or main circle or enclosure was called "Hon Maru," or the Main Circle; the second outer one, "Nino Maru," or the Second Circle, and the third outer one "Sanno Maru," or the Third Circle. Thus we see that the word "Maru" used for a part in a castle comes from the meaning of a circle, quite apart from the case as applied to a ship, etc.

"It will be interesting to note that in Japan it is a custom to apply the word "Maro" or "Maru" to the name of a male only and not a female, and we naturally come to the conclusion that in our country we treat a ship as of the masculine gender, contrary to the usage in other countries."

Make haste slowly if you would get rich quickly.

There are too many men in this world who are not content with wasting their own time.

The man who attends to his own affairs has no time to laugh at the mistakes of others.

People would meet with fewer disappointments if they didn't expect more than they deserve.

Shipping Notes Gathered Here and There

Plan Two Million Dollar Boats

THE Eastern Steamship Co., Boston, Mass., is planning two new passenger ships for the Metropolitan Line between Boston and New York, and it is reported that bids will be submitted to the company within the next few weeks. The vessels will be ready for service in June 1923, it is hoped, and plans and specifications have been prepared for two expensive, luxurious boats, each costing around a million dollars, equipped to carry about 640 first class passengers and staterooms and 100 berth travel or steerage passengers.

* * *

To Convert Eleven Ships

THE Admiral Line has approximately a million dollars' worth of conversion work under consideration according to reports quoting H. F. Alexander, president, as authority for the statement. Mr. Alexander has been in the east in connection with the plans which involve 11 vessels, seven of which are steamers and four steel barges. These will be converted into Diesel driven ships for freight service. Five of the steamships are now at Norfolk and the other two, the *Walingford* and the *Silverado* are tied up on the Pacific coast.

* * *

The Pernicious La Follette Act

"SEA FLAME" who writes in the excellent *Pacific Marine Review*, a department headed "The Blow-Off Cock," gives in the March issue an interesting account of an incident of the evils of the La Follette Act, which is worthy of note. It has to do with the steamship *Nyanza* which sailed to San Francisco from New York with nine firemen, who had signed on at this port at $35 per month for the round trip and who, on the voyage to the west coast, proved willing and hard workers, perfectly contented at their jobs and without the least sign of dissatisfaction with the food and treatment received. On reaching San Francisco however they were met by delegates of the seamen's union, and immediately became a disguntled lot, going ashore when they pleased and staying only long enough to escape desertion charges. Demands for more wages were made and the master and the agents conceded to $45 a month. The vessel sailed to the Puget Sound where a part cargo was loaded and then returned to San Francisco for further loading. In the meantime all of the men had drawn their wages in accordance with provisions of the LaFollette Act, so that only twelve or fifteen dollars were due the men. On the morning the boat was being made ready to sail for the East a demand was made for $55 per month. The agents and master agreed to this and then a further demand was made for an extra man to keep the forecastle clean; also that the raise in wages be certified by a United States shipping Commissioner. It was Sunday and the customs house was closed and the last demand stirred the ire of the captain and the chief engineer who determined to can the bunch. The firemen refused to be discharged and also refused to work. The boat had steam up and it was determined to sail beyond the three mile limit and then if the men refused to work, a charge of mutiny could be laid. At the last moment the men threw their belongings ashore and left the boat. Much delay was occasioned but a scratch crew was picked up and the boat left a day late. The pernicious La-Follette Act continues to work havoc in the shipping trade.

* * *

Pan America Overhauled

THE *S. S. Pan America*, newly launched in February, a ship of 13,712 gross tons, assigned to the Munson line by the Shipping Board, made her first trip to South America, and returned to her pier at Hoboken the middle of April where Morse workmen spent several days making a general overhaul.

* * *

New Chilian Line Reported

A report has been going the rounds to the effect that a new steamship Company has been founded in Valparaiso under the name of the Chilian Lloyd, with a capital of $2,000,000, to provide a regular service between the principal ports of the West Coast. The capital is said to have been subscribed by an important group of merchants who will ship their goods by the new line, which will make use of two 1800 ton steamers to begin with, carrying a limited number of passengers.

* * *

New Line for Fall River

The Fall River & Norfolk Steamship Co., has been incorporated by New York business men, to operate a new ship line for handling cotton and general merchandise between Fall River and Norfolk.

* * *

Interior States Back Subsidy Bill

More than a score of national organizations and nearly two hundred chambers of commerce and other commercial bodies are now on record in favor of the Shipping Bill pending in the House Committee on Merchant Marine and Fisheries, says a statement issued by the National Merchant Marine Association. The endorsements show that the interior states which in past years have shown little interest in the development of the American merchant marine, are more interested in the present measure than even the states on the Atlantic and Pacific coasts.

* * *

History Making Days in Shipping

These are history making days in the shipping world. With the recent addition of the *Homeric*, the *Majestic* and the *Berengaria* to the Atlantic ferry, an interesting situation has developed in connection with ocean speed supremacy. It was on July, 4, 1840 when the historic *Britannia* sailed from Liverpool for Boston via Halifax, initiating regular steamship services across the Atlantic and since that time the progress made in reducing the length of time of the North Atlantic passage, has been an engrossing subject. Germany with her *Kaiser Wilhelm der Grosse, Kronprinz Wilhelm, Kaiser Wilhelm II, Kronprincessin Cecilie and Deutschland* captured first place and retained it until the *Lusitania* and the *Mauretania* went into commission.

Today there are running from Southampton to New York via Cherbourg six big, high powered steamers, three under the White Star line and three under the Cunard, and naturally enough a keen popular interest in every one of these six vessels has developed.

* * *

Capt. Dollar Talks on Shipping

Captain Robert Dollar, head of the famous Dollar Steamship Co., in a statement recently given to the press, declared that the establishment of credits by the war stricken countries of Europe so that they can sell their products and buy what they need, is the one thing needed to put every idle ship back on the seas again. Capt. Dollar

said that shipping generally was improving and that in his opinion the bottom of the depression has been reached. He declared that business has been better on the Pacific coast than in the East because the countries of the Far East were not as hard hit as the countries in Europe.

* * *

Two Ships Welded Into One

An unusual job was recently completed in the Brooklyn Navy Yard when two destroyers of the United States Navy, which had been so badly damaged that their restoration was impossible, were welded together and made into a single vessel. The destroyer *Graham*, one of the two damaged boats, was all but cut in two last winter by one of the Panama Railway Co., boats. Thirty feet of her bow was all that remained. The other ship, the *Hulbert* was crushed in at the bow at Guantanimo some time ago. The Navy Department at Washington has yet to decide which name the restored boat will take when again christened.

* * *

Rammed After Leaving Here

The steamship *Andrea* which was in our yard for repairs during May, was accidentally rammed by the new Admiral liner *H. F. Alexander* on May 22, opposite Fort Mifflin, Pa., and seriously disabled. The *Alexander* struck the *Andrea* amidships and tore such a hole in her that she was run into shallow water on the New Jersey side to prevent her from sinking. The *Alexander* was not seriously damaged but her sailing was postponed and a reception that had been planned was cancelled.

* * *

Old Dominion Acquires "Tuscan"

The steamer *Tuscan*, for five years under the Munson Line flag and more recently purchased by the Merchants & Miners Transportation Co., is now being operated by the Old Dominion Transportation Co., between Norfolk and New York, carrying freight only. The *Tuscan* is a 4,000 ton vessel. The *Jefferson* and *Allianca* are being used by the Old Dominion line for passenger traffic.

* * *

Luckenback Increases Its Fleet

The Luckenback Steamship Co., has recently purchased three new vessels from the United States Shipping Board, aggregating a dead weight tonnage of 35,190. The ships are the *Eastern Merchant* and *Eastern Traveler*, built in Japan in 1919, and the *Cape May*, built in 1918. Another ship acquired at a Federal Court sale by the same company is the *Poznan*.

* * *

Another Ship for South America

The Munson line has recently added the *Western World* to its South American service. She registers 21,000 tons, is an oil burner, with twin screws and is similar in accomodations and decorations to other vessels in the Munson fleet of 535 footers which will provide a continuous express shipping service between New York and South American ports.

Madawaska Is Renamed U. S. Grant

OUR big 30,000 ton floating dry dock was the scene of an interesting event on June 3 when the United States Army Transport *Madawaska* was rechristened the *U. S. Grant*. Princess Cantacuzene, grand-daughter of General Grant after whom the boat was renamed, broke a bottle of champagne on the ship's bow following an interesting program in which speeches were made by Col. L. H. Bash of the Quartemasters Corp., Gen. Thornwell Mullaly (retired) of San Francisco and Hon. Harry A. Hanbury of the Morse Company.

The Twenty-second Infantry Band furnished music and there were over 500 people in the audience including many army officers. Gen. Robert L. Bullard was among the special guests, and a reception in the office dining room followed the ceremony.

Col. Bash presided and in his introductory remarks spoke enthusiastically about the progress of the United States Army Transport Service. He recalled the situation during the Spanish-American war when this country found itself unprepared for the transportation of its troops. The nation responded to its needs however and several worthy boats were accquired. Col. Bash mentioned the original transport *U.S. Grant* which was used on the Pacific coast for a while after the Spanish-American war, then sold and finally lost her identity. The ships then in the transport service outlived their usefulness and again the country found itself without adequate service when the late war broke out.

"Everybody underestimated the ingenuity and resourcefulness of our people however," he stated. "In a short time the army transport service grew to real size and today we can rightfully be proud of this branch of the army."

Speaking of the *Madawaska* Col. Bash recalled its eventful history during the war and immediately after the war when it was sent to the Pacific to bring back refugees. The boat was finally brought to New York for reconditioning and turned over to the Morse Company to have new boilers and a new refrigerating plant installed and a general overhauling done.

Col. Bash paid a high compliment to the Morse Company by saying that the army officers in charge of the boat were well pleased with the way the ship has been handled and that their confidence in the Morse organization was well placed. "We had a considerable task to find a dry dock to take the ship," he said, "but we satisfied our minds that this big dock of yours was fully equal to the burden. The remarkable personnel, equipment and facilities which you have here also convinced us that this was the company to do the work and we feel, now that the job is nearly finished and almost a month ahead of the time specified, that our confidence was justified. We have received splendid cooperation from every one and it is a pleasure to be able to tell you how satisfactory has been the service your company has given."

Mr. Hanbury won much applause when he related a conversation he had with Mr. Morse upon first coming to the company, in which Mr. Morse told him that every possible shade of advantage was to be given to the government to the end that the Morse Company could rightfully say at the conclusion of the war that it had done its part, faithfully, to beat our enemies.

He recounted the repairs previously made by this company on the *Madawaska* when the boat, then named the *Koenig Wilhelm II*, came here to be made servicable after her German crew had seriously damaged her vital parts. He recounted the speed with which this work was done and he paid a tribute to the record of the army transport service during the war. He concluded by saying that from the very first the officers of the army transport service had shown a disposition to cooperate in every way possible with the company and that it had been a pleasure for every one concerned to work on the job.

Our Viewpoint from the Masthead

THE MORSE DRY DOCK DIAL
Vol. 5 A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company and the interests of the Company. No. 7
BERT EDWARD BARNES, Editor.

The Four Power Pact

WE hear much today about the Four Power Treaty recently made at Washington and now before the governing bodies of the countries directly involved, for ratification.

What is this treaty? And what does its acceptance mean to us?

If one boy had some marbles, another a kite, a third some roller skates and the fourth a ball, and if each thought that the other wanted his toy or some boys down the street might try to take away the toys, each would be storing up rocks and clubs in preparation for a fight. Then, one might store up rocks and sticks enough so he would think he could take away another boy's ball or kite. There would be bruises and perhaps a few broken heads.

On the other hand, these boys might talk over the situation and agree that each would not take the others' toys and if boys from down the street tried to take them, the others would stand together and protect the toys. Then, there would probably be no broken heads.

Nations are like boys. When they are jealous or afraid of each other, they store up arms and prepare for war until the thread of peace snaps and we have a maelstrom of blood and steel, broken hearts and broken lives.

The world has just seen the most terrible war in history and the world has emerged in poverty, misery and exhaustion. A period of high prices and depression has left in its wake, like a ship crossing the ocean, a telltale path.

Conditions are improving, but we shall not soon forget the war nor the hardships that followed it. With the romance gone, the mask of glory torn away by the blood and mire and disease of trench life, the world has seen war in its true colors and wants to see it abolished.

That is why the leading nations of the world have met around the council table and made the Four Power Pact, England, France, Japan and the United States agreeing to limit war preparation for a period of ten years and to stand together for keeping the peace of the world.

With peace assured, a new age of happiness and prosperity will be born. Business will thrive and the ships of the world will speed from port to port carrying the necessities of life and the facilities for an ever improving civilization.

The Morse Yard will play a big part in keeping the ships of commerce in condition, ready to battle the seas and carry their cargoes from shore to shore.

Thus, business means more work for the Morse Yard, greater prosperity and happier homes. It means a period of expansion and success not to be followed by a period of depression, loss and disappointment because of inflated instability.

Ratification of the Four Power Treaty is far more than a wordy battle in the Senate. It is a world question, a problem significant of an international crisis, yet one which affects the life of every individual in the country.

Assured peace is the greatest need of the world today.

The Spirit of Work

AN entertainer of international fame comes before an audience which crowds the theater. He sings a little, dances a little and talks a little. He moves his hearers to laughter, to thought, almost to tears.

His exuberant good cheer, sincerity and personality win all to him. Yet, there is more than that. He puts his heart into his work. Every song, every thought, every movement is given with

whole-souled enthusiasm. It is the spirit given from his inmost soul that has made him internationally famous.

What holds good with the entertainer, applies in every walk of life. Success can come only when we do our work whole-heartedly because we love it. Dislike for one's work is one of the great tragedies, for it means giving half of one's best and that grudgingly. It means partial success and worst of all unhappiness.

Each one should find the work he likes and that is suited to him. He should put his whole heart into it and do his best, because that means success.

Capitalists

WANT to be a capitalist? Do you envy the capitalist class, so-called? Save one dollar and put it in the bank. You will then be a capitalist.

Money employed in or available for production is capital. Your dollar placed in the bank immediately becomes available for production, and the bank pays you for the use of that dollar. The money is working for you while you sleep.

Save another dollar and you increase your capital and also double the amount of your earnings outside your regular employment.

Keep on saving dollars and soon you will have a capital which will start you in a small business of your own, or be a source of comfort in time of adversity, or simply continue to work for you through the bank and constantly increase in amount.

A large income is not necessary to begin saving. Many with large incomes do not save a cent. Others with very small earnings save a surprisingly large amount. The point is to set aside a certain sum and live on the rest. You would have to if your income were reduced. Do it anyway. It is easy if you make up your mind and stick to it.

Want to be a capitalist? Save a dollar.

Then keep saving.

"Every man is more or less a mule, otherwise we would not carry the load. You may not agree with this mule theory, but you will concede that we all make a perfect ass of ourselves at times."—*Mathew C. Brush.*

Your Chances for Success

Daily Balance Sheet

Assets

Unlimited Possibilities	50%
Use of all faculties	50%
	100%

Liabilities

A good day's work	50%
A happy heart	50%
	100%

Many persons who can figure out their "Life's Balance Sheet" as above are sometimes given to kicking because they have to work so steadily, when they should feel thankful that they have full possession of all their faculties and are not handicapped, once they determine to forge ahead, as Judge Moylan of Cleveland, Ohio was.

In his younger days he was a railroad switchman and lost both arms in two successive accidents. After the second one he began to study law, and wrote his bar examinations holding the pen between his teeth. And the chances are, had he lost his teeth, he'd have started "kicking" his feet and would have kept it up until he was able to hold the pen with his toes, for being denied the use of hands he made the most of his "unlimited possibilities," and achieved success.

What is success, any way, but a happy heart? And the happy heart belongs to the person who has learned to adapt himself to his circumstances and sorroundings.

Carvers of Jade

MANY of us like to entertain the thought that we are courageous. We feel like congratulating ourselves when we plunge into enterprises the outcome of which is in doubt. This is true especially when the chances we take are great.

Courageous as some of us are, however, I am quite sure that few of us have the courage of those Chinese artists who carve jade.

I was reading the other day that when an unsually large piece of jade is found in China, a council of artists is called to determine into what shape it had best be carved.

If the artist chosen to perform the delicate task succeeds, he will be highly honored and rewarded. His success, however, depends upon his work being approved after it has been subjected to public criticism for a whole year. If the public does not approve of his work, his reputation as an artist is lost forever.

It is said that twenty years has not been considered too long for a single piece of carving.

How many of us would be willing to take the chance that such an artist takes?

On the other hand, isn't it worth while to take such a chance to give to the world another bit of almost imperishable beauty?

—*The Treasure Chest.*

The Third Eight Hours

EIGHT hours for work, eight hours for sleep, and eight hours for—what?

One-third of each day, one-third of life, is at the disposal of every one, with a reasonable freedom of choice as to what shall be done with it.

How few of us realize that here is a gold mine in our possession ready to be worked.

Of course wisdom requires that a certain part of this third eight hours of the twenty-four be given to recreation, and a considerable part of it is naturally devoted to home affairs and the family circle. But even then there will be an appreciable amount of time to be made special use of, if one watches out for it and doesn't let it slip by unimproved.

Suppose there is a minimum of an hour each day thus available. What should be done with it? How can it be turned to advantage? How can this hour be made sixty golden minutes?

The answer is largely an individual one depending upon many circumstances. Thought, however, can be profitably given to the problem and the time should be used in a definite way which will broaden our vision and extend our knowledge, thus increasing our value and power as members of the human family.—*The Three Partners.*

The Chinese with us disagree
In many things of taste;
They squeeze a maidens little foot—
We squeeze her dainty waist.

Employees Association Directory

Officers

President, HUGH McQUILLEN, Inside Machinists Department
Vice-President, HUGH CALLAHAN, Dock Hands Department
Secretary, EDWARD HANNAVIN, Brass Storeroom
Treasurer, MORTIMER W. MEAD, Office
Relief Committee: THOMAS CALLAHAN, Dock Hands; CHARLES WINKLER, Pipe Shop; THOMAS WHITELAW, Hull Dept.

SCISSOR THEFTS

The Alibi Shooter

By Harry A. Earnshaw

THERE are two things in this world that give me a pain: fried onions and alibis. But of the two evils give me fried onions. I can eat fried onions on the Fourth of July and practically cease to taste them by Christmas. But the after effects of an alibi stay with me for a full year.

I hold this truth to be self-evident, that the better the alibi, the flatter the failure. An alibi is a piece of dough which started out to be a biscuit and ended as a pancake. The alibi is intended by its fond parent to be an explanation, but it is really nothing but an admission.

An alibi is a worthless substitute for achievement. The world is roughly divided into two classes: those who use alibis, and those who get the thing done. A college education is a wonderful help to the alibi shooter, because with figures, book learning and some adroitness in the use of language, it is possible to prove almost anything to have been impossible.

It is remarkable how expert an alibi shooter becomes. At first he tries one single little alibi to save him from the consequences of a failure. It works. The thing seems so easy that next day he finds himself shooting two alibis to explain two failures. The number increases to three, four and five. The thing becomes a passion. Eventually all the skill, energy and ability of the individual is directed toward the making of ingenious excuses.

The dark shadow of the sheriff has made more successful business men than the lure of the Rolls-Royce. When the bill collector is after you with a six-shooter in each hand and you are leaping lightly from crag to crag like the shapely chamois, if you are truly wise you keep on leaping, nor stop to think up a reason why not. The fellows who get plugged always drop into oblivion in the chasm below clutching a strong alibi. But it doesn't bring them back.

You all know the alibi shooter. You meet him every day. He is the clerk whom you send across the street for a couple of ten-cent cigars, who comes back with a package of bird seed and then explains that he did not go out himself personally, but sent someone else because it was raining, and the other misunderstood him.

He is the man who has a luncheon engagement with you at 12.30 and blows in at 1.15 all out of breath, but not out of excuses.

He is the salesman who requires twelve full sheets of hotel stationery to write you a weather report and an essay on "conditions."

He is the man in the service station who promises to have your car ready at five o'clock.

He is the chap who is due back from his two weeks' vacation on Monday morning, and wires you Tuesday noon: "Missed the train. Will return tomorrow."

He is the man who is never quite ready to do what you want, or give you what you want, now—the man whose daily life, year after year, is a series of promises. His shibboleth is "The first thing in the morning." He forgets that he may be dead "the first thing in the morning."

The alibi shooter eventually arrives at that mental state where he begins his alibi before he begins his attempt. When you give him an assignment he is careful to mention all of the difficulties. With a task set before him his mind instantly commences the manufacture of good excuses which he can offer in case of failure to put the thing over. Unconsciously from that moment he shapes his course toward failure instead of toward success.

Far better to try and die, than to lie and sigh. Explanations never do any good. One's friends don't need them; one's enemies won't believe them. The world at large doesn't give a damn.

Procrastination is usually the besetting weakness of the alibi shooter. The man who never does anything—now—is more than lazy; he is afraid. Failures inspire pity; seldom admiration.

The streets of the City of Failure are paved with alibis—some of which are absolutely perfect.

Look into the heart of the world today and what yearning do you find there? Listen to the voice of the world today, and what is it crying?

From gilded dome, from silvered minaret, from cloud-capped mountain-peak, to him who hath ears to hear, the Voice is calling:

"We want men! Men who do. Men who won't stop to ask why, or argue. Men who can take a command or the command. Men who will bring back results, dead or alive—not alibis!"

The reason there's so much more room at the top is that the crowd is all at the bottom.

Every one of them can give you fifty good alibis.

The truth is, the crowd is there because they like it.

They fear the fierce white light that beats upon the high places.

The man who gets ahead uses his head, not to explain why it can't be done, but to figure out a way to do it.

All things come to him who does not wait.

A Morning Prayer

By Edgar A. Guest

This I will breathe for my morning prayer:
Give me strength for my round of care;
Let me face what the day may bring
Of hurt, of heartache, unwhimpering.
Let me use my talents the best I can
And come to my children at night—a man.

This is my prayer for the break of day;
Grant me something of cheer to say;
Let this day glow with some kindly deed
Which has brightened another's hour of need.
Let me come home with the setting sun
With a smiling face and my task well done.

This is my prayer for the morning new:
Grant me strength for what I must do;
Let me rejoice as I go my way
In the precious gift of another day.
And let me come home with a smiling face
Fit for my little one's fond embrace.

Said Carelessness

I am not much of a mathematician, but
I can Add to your troubles,
I can Subtract from your earnings,
I can Multiply your aches and pains,
I can Divide your attention,
I can take Interest from your work,
I can Discount your chances for Safety.

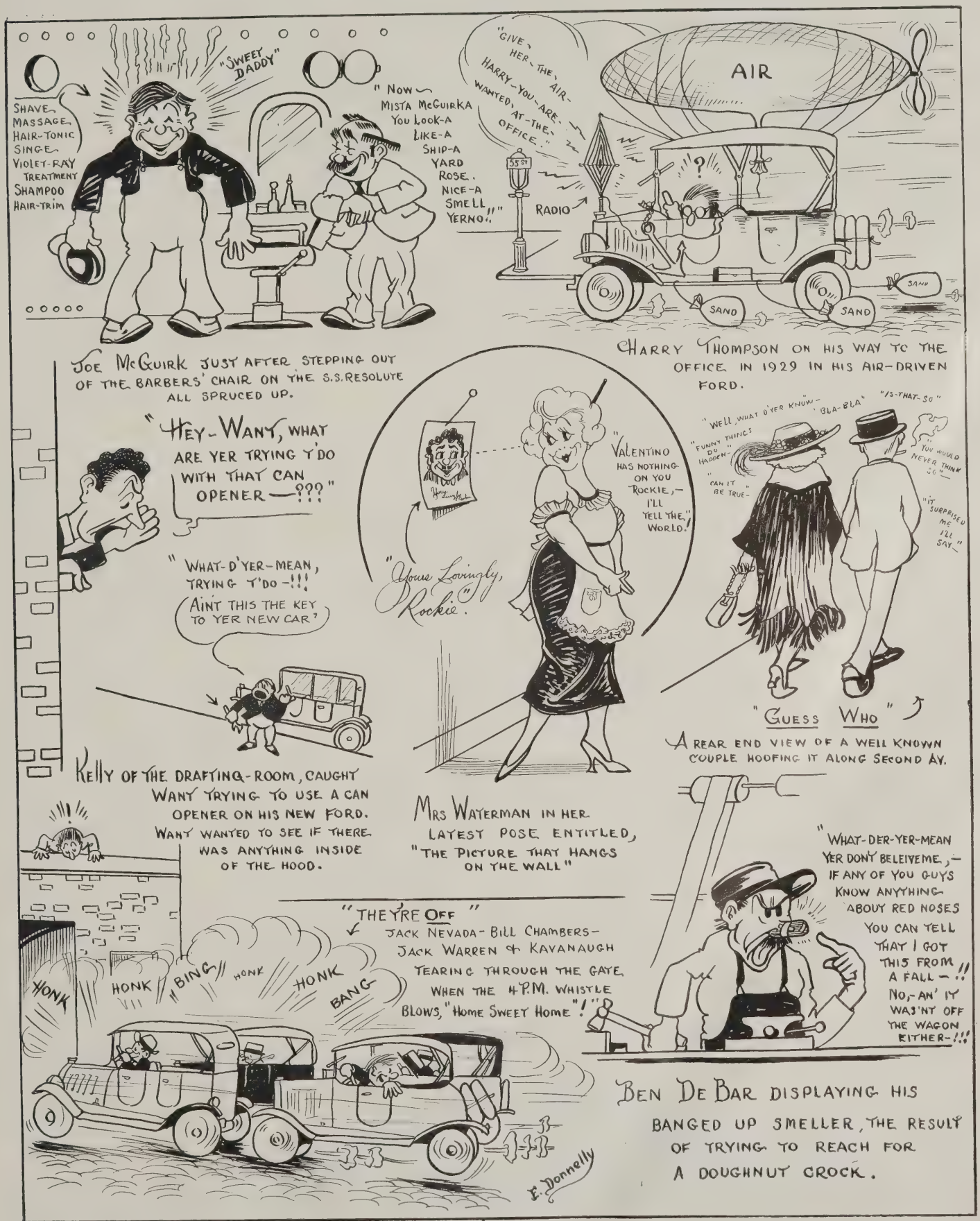
—*Safety Engineering Magazine.*

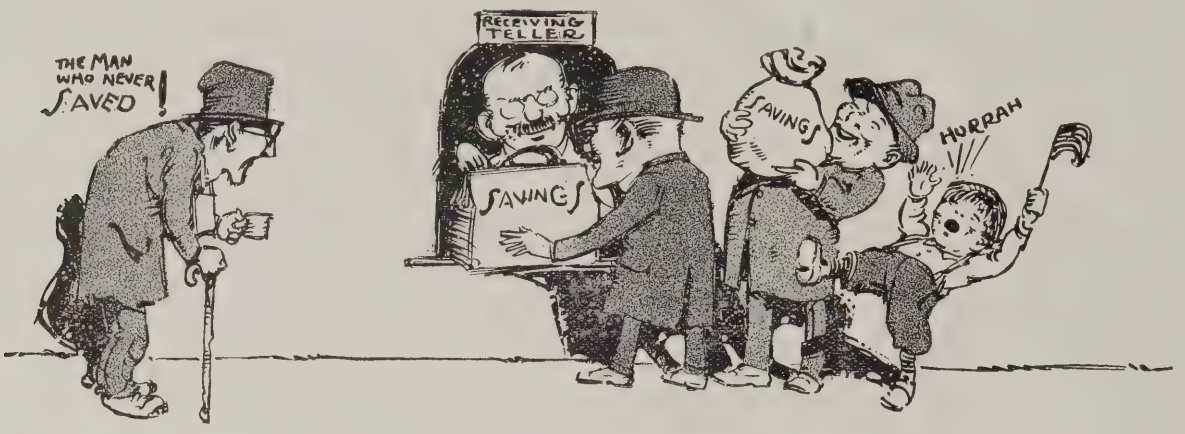
The soul without imagination is what an observatory would be without a telescope.—*Bucher.*

Buying what you do not need is an easy road to needing what you cannot buy.

Pertinent Penshots

By E. E. Donnelly


SHAVE-
MASSAGE-
HAIR-TONIC
SINGE-
VIOLET-RAY
TREATMENT
SHAMPOO
HAIR-TRIM
"SWEET DADDY"
" NOW MISTA McGUIRKA YOU LOOK-A LIKE-A SHIP-A YARD ROSE. NICE-A SMELL YERNO!!"
JOE McGUIRK JUST AFTER STEPPING OUT OF THE BARBERS' CHAIR ON THE S.S. RESOLUTE ALL SPRUCED UP.
"GIVE HER THE AIR HARRY YOU ARE WANTED AT THE OFFICE."
AIR
RADIO
SAND
SAND
SAND
HARRY THOMPSON ON HIS WAY TO THE OFFICE IN 1929 IN HIS AIR-DRIVEN FORD.
"HEY-WANY, WHAT ARE YER TRYING T'DO WITH THAT CAN OPENER—???"
"WHAT-D'YER-MEAN, TRYING T'DO-!!! AINT THIS THE KEY TO YER NEW CAR?
KELLY OF THE DRAFTING-ROOM, CAUGHT WANY TRYING TO USE A CAN OPENER ON HIS NEW FORD. WANY WANTED TO SEE IF THERE WAS ANYTHING INSIDE OF THE HOOD.
"VALENTINO HAS NOTHING ON YOU ROCKIE,— I'LL TELL THE WORLD!"
"Yours Lovingly, Rockie."
MRS WATERMAN IN HER LATEST POSE ENTITLED, "THE PICTURE THAT HANGS ON THE WALL"
"WELL, WHAT D'YER KNOW"
"BLA-BLA"
"IS-THAT-SO"
"FUNNY THINGS DO HAPPEN"
"CAN IT BE TRUE"
"YOU WOULD NEVER THINK SO"
"IT SURPRISED ME I'LL SAY"
"GUESS WHO"
A REAR END VIEW OF A WELL KNOWN COUPLE HOOFING IT ALONG SECOND AV.
"THEY'RE OFF"
JACK NEVADA - BILL CHAMBERS - JACK WARREN & KAVANAUGH TEARING THROUGH THE GATE WHEN THE 4 P.M. WHISTLE BLOWS, "HOME SWEET HOME"!
HONK
HONK
BING
HONK
HONK
BANG
"WHAT-DER-YER-MEAN YER DONT BELEIVE ME,— IF ANY OF YOU GUYS KNOW ANYTHING ABOUT RED NOSES YOU CAN TELL THAT I GOT THIS FROM A FALL—!! NO,—AN' IT WAS'NT OFF THE WAGON EITHER-!!!
BEN DE BAR DISPLAYING HIS BANGED UP SMELLER, THE RESULT OF TRYING TO REACH FOR A DOUGHNUT CROCK.
E. Donnelly



FROM BUDGET TO BANK

ONE of the shortest journeys in the world should be the one from the budget to the bank. In the well-planned budget Saving is the most important item. And Saving to the wise person spells Bank.

$ $ $

THERE was a time when some people were afraid of banks. They stored away their savings in a teapot in the old kitchen cupboard or in an old sock tucked away in a perfectly safe place. But many a tragic story could be told of these "safe hiding places", that always betrayed those who trusted them. Today people recognize that there's no place so safe as the bank.

$ $ $

AND it's not only that our money is safe there. It is worth more to us besides. At home it lies idle—but the moment we put it in the bank it begins to work for us. Every now and then interest is added and our little bit becomes a little bit more. And if systematically we add to it from our earnings, the sums we add immediately begin to grow, too.

THE savings banks exist for just this purpose. They are conducted solely for the benefit of the man who wants to save systematically. The banker lends the money deposited to some other person who needs it, on security greater in value than his loan, and passes on to us part of the profit he makes on the deal. Most banks have savings departments which are conducted upon this basis.

$ $ $

WHEN we come to feel that our savings account is a debt that we owe and when we pay it as regularly as we do the rent and the grocery bill, then we've won the game. Our reward is that we'll be honest to goodness capitalists. Instead of saving what's left after we pay our bills, we spend what's left after we've put away our savings—*it's the only way.*

$ $ $

SO the shorter the step from the budget to the bank, the closer we are to winning out, and the more the family budget becomes a regular part of our lives, the bigger becomes the family savings account. They go hand in hand, if we play the game.

Funny but Foolish

To wed or not to wed
That is the question
Whether 'tis better
To remain single
And disappoint a number of women
For a time,
Or marry
And disappoint one woman for life.

To stop the wearing of short skirts,
I wouldn't if I could,
For the wearer has a perfect right—
And her left is just as good!

A teddy bear sat on the ice,
As cold as cold could be,
But soon he up and walked away,
"My tale is told," said he.

What's the use of learning
An Ancient History date,
When you can make a modern one
With her at half past eight?

George C. Ham who lives in Cypress Hills and was formerly employed in the Henry L. Doherty Co., Wall street offices, is a new stenographer and office assistant in our New York office.

* * *

H. C. Snethlage, a native of Holland, who not only speaks and writes, German, French and Dutch fluently, but also has a wide accquaintance among the shipping interests abroad and in this country, has joined our New York office staff and will solicit the business of the German, Dutch and French lines.

* * *

Miss Lillian Johnson has become secretary to H. C. Thompson, Purchasing Agent, succeeding Miss Mae Grable.

* * *

George Bendickson has returned to the employ of the Morse Company and is located in the Cost department, serving part of his time in the Paymasters office.

* * *

Emil Peterson, formerly employed in the Distributing department and Miss Margaret Sullivan, also of that department, were married some time during last summer, according to information that has come to us through friends, but not until recently did their secret become known. Mrs. Peterson has not been employed here since last fall when she left presumably to go on a vacation but Mr. Peterson continued here until recently when he went elsewhere to work.

* * *

Emily (Casey) Dahlmer has been helping out in the Cost department during the vacation season.

The Office Cat Says—

D. V. Stratton is now in charge of our New York office having succeeded Lloyd Adams Noble who resigned recently, following four years employment in the Morse organization. Mr. Stratton comes to his new work with a wide accquaintance among shipping people and immediately following a six months stay in Europe during which time he familiarized himself with shipping and ship repair conditions abroad. Our New York office is a point of contact with the down town shipping office and Mr. Stratton is frankly enthusiastic about the opportunity which his new position affords to spread the name and fame of the Morse organization.

* * *

Among those who registered for early vacations this year were James Greenfield, superintendent of the Electrical department, C. E. Crowe of Mr. Hallock's department; Walter Crawford, superintendent of the Hull department; Billy McEwen, assistant superintendent, Hull department; Frank Brennan and William Prestin of the purchasing department; George Hunt of the Cost department; Chief Meyers and Thomas C. Plunkett of the Employment department; C. Brown, night time keeper; J. O'Rourke, M. McHugh, P. Bizzari and A. Spuller, office porters; R. and J. Romer, shop clerks.

* * *

News comes to us about the birth of a girl to Mrs. Margaret (McCarthy) Carrol. Mrs. Carrol during her employment here, was one of the valued contributors to *The Dial*. Other former office employees who are now proud parents are Florence (Fenk) Anderson and Bertha (Mazari) Crist.

* * *

J. E. Raimo has joined the staff of Charles Hallock, yard superintendent, as secretary to Mr. Hallock. Mr. Raimo was formerly employed with T. A. Watson & Co., 99 Park Place, New York.

* * *

During June, July and August all employees on the office payroll will be paid on Friday afternoons. Foremen and other employees who are through work at 4 o'clock will be paid on that day at the Cashier's office. The regular office employees will be paid at 5 o'clock.

* * *

Things to worry about—Buck Reid taking your picture.

A wedding of unusual interest to Morse employees took place on June 7 when Dr. William P. Travers and Miss Marie Jackson, daughter of Capt. and Mrs. O. E. Jackson, 8502 Ridge Boulevard, Brooklyn, were married.

Dr. Travers is a brother of Miss Mary Travers, Mr. Morse's secretary. He was at one time employed during his college vacation seasons in the Morse emergency hospital and also in the Hull department, and became well known here. Following the wedding nuptials and a honeymoon at Atlantic City Dr. and Mrs. Travers will be at home to their friends in their new home on Colonial Road and 78th street.

* * *

Rudolph Bernhard who was employed in the Cashiers and Paymasters office, has left to take a position with the Doehler Die Casting Company.

* * *

Roy McEwen has returned from his vacation, during which time he recovered from a throat infection which had been causing him serious illness.

* * *

Friends of Miss Esther Olsen, formerly of the Cost department, will be grieved to learn that Miss Olsen's mother died recently.

* * *

Miss Ray L. Olsen, formerly employ in the Legal department and more recently in the hospital, as a stenographer, has resigned.

* * *

1—Paper costs money, don't waste it.
2—Good stationery should be used, but used discreetly.
3—Write one careful letter, not two careless ones.

Put your soul in your work not your hand or your foot.

A LITTLE BIRD TOLD ME

July 19 Morse Day at Luna

THROUGH special arrangements with the management of Luna Park at Coney Island, the Employees Association has made plans for a big benefit party at that favorite resort on July 19. Proceeds will be used by the Relief committee in its splendid work in behalf of the needy members of the Association.

The committee of which Charles Winckler, Pipe Shop, is chairman, gave considerable thought to the outing question this year and finally concluded that it would be better to hold a benefit affair than to plan for picnic or outing. This will provide additional funds for the relief of Morse employees who have been out of work.

Mr. Winckler and other members of the committee, which comprises Hugh Callahan, William Betts, Hugh McQuillan and Joseph McGuirk, visited Luna and after some negotiations with the management succeeded in making an arrangement which should meet with general satisfaction all around. Luna Park will be called Morse Park for that day and the management has promised to put on special attractions. The expense will be restricted to $1 per each individual and some special plans which are now in mind will be announced later.

An effort will be made to have all Morse employees meet and participate in the various attractions together.

President McQuillan has named Thomas Callahan, Charlie Ambriano and George Whitelaw as the Relief committee for this year. These three will have charge of dispensing the relief funds. The committee is one of the most important in the Association and requires much personal sacrifice on the part of the members because they are required to investigate all requests for financial aid. The relief fund is established by the Association, not as a charitable feature, but as a means of giving aid to deserving members who are unfortunate enough to get up against a run of hard luck. Members who hear of such cases should report them to the relief committee and give what assistance they can in determining the merits of each case.

"Blackie" Ellis pulled one on Lottie Nallon recently which caused more or less merriment in the plate shop. "Blackie" approached his shopmate and said: "Say where's that dollar I loaned you a long while ago?" Nallon, surprised that he had overlooked the matter, came back: "Why didn't I pay you that?" to which "Blackie insisted that the iron man was still due him. "Blackie" was so insistent about the matter Nallon peeled off a crisp one dollar bill and handed it to his friend. The next day Nallon received the following letter of thanks from Cecil Ellis one of "Blackie's" kiddies: "Dear Mr. Nallon: Let me thank you for your kindness in giving Daddy the dollar to take us to the movies. We surely enjoyed the show. It was great; Charlie Chaplin in "Pay Day." You know everybody has to pay sometime. So with many thanks from Sister, Brother and me and wishing you and my Daddy many happy days together, I am, Cecil Ellis." Lottie says he's going to keep a set of books hereafter and insist upon a receipt whenever he pays a bill.

Charles Winckler has returned to the Morse plant and has brought back with him an interesting set of pictures taken in the Figi and Samoan islands, Australia and other places in the South Seas which he visited while serving as third engineer on the *S. S. Eastern Queen*, and he is regaling his friends with many interesting stories of the trip.

John Kelley, foreman of the dock hands, has been mourning the loss of a pet dog recently. Some of his friends learning of his grief have been displaying a sympathetic interest.

Society Note—Mr. Robert Pira celebrated his 50th birthday on June 9 by inviting several machinists to his house to hear him tickle the violin.

Ben de Bar received a fine leather bag from the inside machinists on the occasion of his eigteenth anniversary with the company. Hughie McQuillan, president of the Employees Association, made the presentation.

Morse War Hero Buried

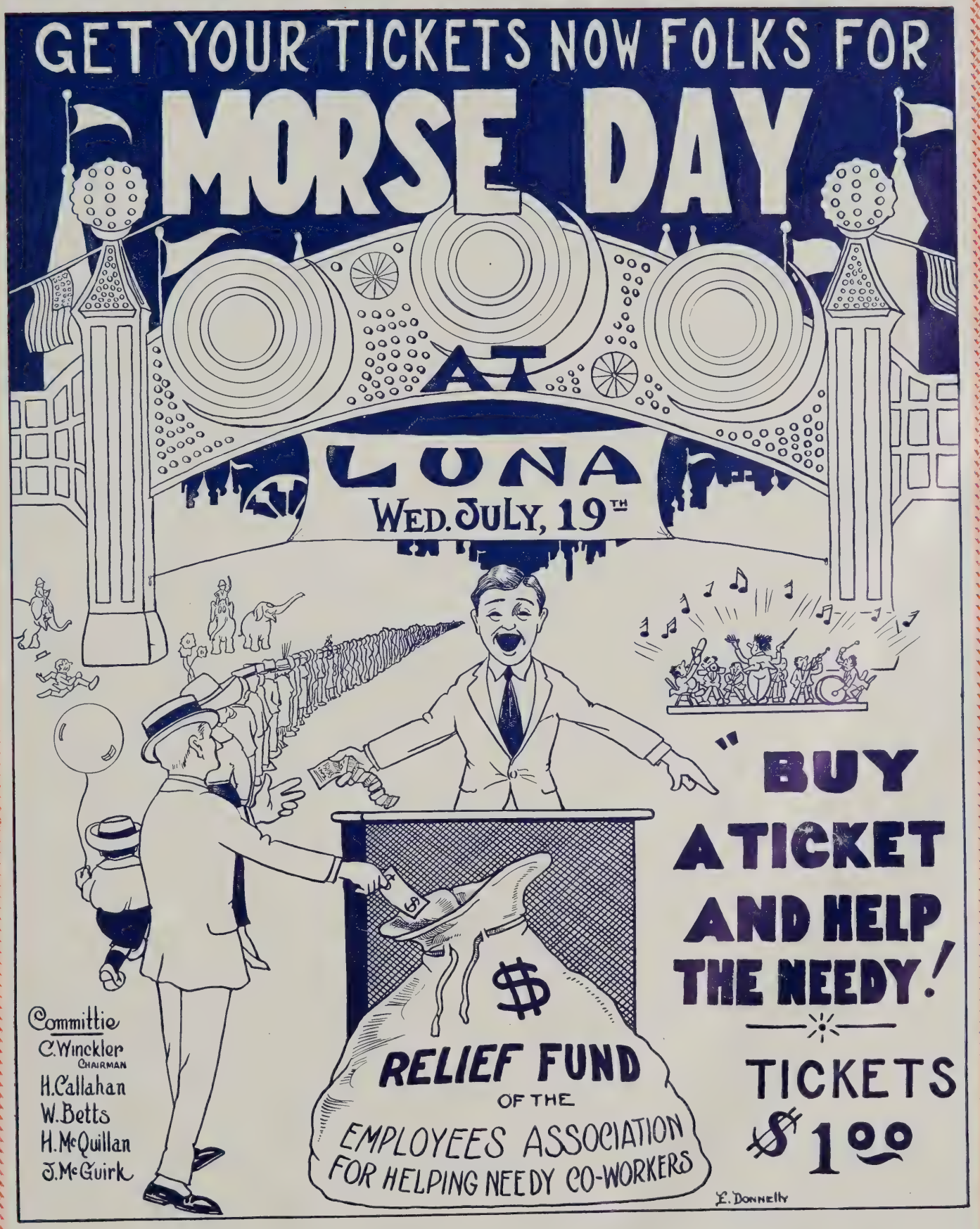
THE body of William Ryan, one of the former Morse employees killed in France during the war, was brought back to the family home, 5502 Sixth avenue, Brooklyn, several days ago from France and buried with military honors in the family plot. Military mass was solemnized at the Church of Our Lady of Perpetual Help. Several Morse employees representing the Employees Association attended and a floral tribute was sent by the Association. James Ryan, formerly a Morse chauffeur, now employed in the copper shop, and Jack Ryan, formerly of the pipe shop, are brothers of William.

New Insurance Policy

UNDER date of June 9 a new insurance policy went into effect and complete announcement of the plan will have been made by the time this issue of *The Dial* is out. As this issue was going to press we learned that Mr. McQuade, the insurance clerk will be available to members of the Association to discuss insurance matters between the hours of 12 and 1 each work day at the Employment Office. The new policy which will be more fully described later provides at this time for only health and accident insurance. Life insurance will be added at a later date. The new policy calls for the payment of 20 cents a week for the first three weeks of the month and 25 cents for the fourth week and in case of either occupational or non-occupational accident the insured receives $10 a week after the first week and for a period of 15 weeks if recovery isn't sooner. The same amount, $10 is paid in case of all sickness. Mr. McQuade has copies of the new policy and is anxious to discuss the new benefits to those interested.

Young Kramer, who has quite a reputation as a fighter, having appeared in many bouts in and about Brooklyn, is another member of the Pipe Shop who is fond of mixing it up in the ring. He has recently renewed his fight license and we expect to see him during some of the Association shows. Young Kramer has fought Dan Garbbutt, Tommy Tobin, Johnny Griffith, Jack Smith, Joe Delayo and Walter Nelson and others of reputation and has always given a good account of himself. Joe Dailey is training him for an early match. Kramer's friends say he is a clever lad and packs a hard punch in his right.

When in doubt—don't.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MORSE DAY
AT
LUNA
WED. JULY, 19TH
" BUY A TICKET AND HELP THE NEEDY!
TICKETS $1.00
RELIEF FUND
OF THE
EMPLOYEES ASSOCIATION
FOR HELPING NEEDY CO-WORKERS
Committie
C. Winckler
CHAIRMAN
H. Callahan
W. Betts
H. McQuillan
J. McGuirk
L. DONNELLY

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The MORSE DIAL

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AUG 7 1922

S. S. Conte Rosso

AUGUST - 1922

Loyalty the Company's Greatest Asset

MEN who do things are never forgotten. It's those who crawl around the obstacles of life who travel with the common herd and are lost from memory.

Check over the names of the pioneers in this company who have contributed to its upbuilding.

There's John Hallock for instance, whose death in September 1919, was the occasion of great sorrowing in the Morse organization and about whom Mr. Morse said at the time:

"We have lost one of the oldest and most valued employees and I have lost a true and beloved friend; a man whose loyalty and devotion to his business could never be questioned not once in the thirty-five years we worked together."

The other day the picture of another man appeared on the walls of Mr. Morse's office. Mr. Morse had been hunting for a picture of him for a long time and finally his persistent effort to locate one was rewarded.

"That's Jack Duer," he said when we asked him, and from Mr. Morse these are the things we learned about this pioneer whose name will always remain in the memory of the man who employed him:

"Jack Duer died a martyr to his work. He was one of the most loyal men this company ever had. Not only that but up to the time of his death no man in the boiler repair business in this port was his equal. When the owners of a ship or the marine superintendents knew that Jack was in charge of their boiler repairs they never worried because they were sure that the work would be done right and on time.

"The last job Jack Duer had charge of was an extensive boiler repair contract on the *Hawaiian* of the American-Hawaiian Line. It was during the winter and bitterly cold. To get the ship out on time required day and night work. Jack Duer stayed on the job and the work was done on time. A few days later he caught a cold which developed pneumonia. I called to see him and found he was in a dangerous condition suffering from delirium.

"When I entered his room he was delirious and calling for me, complaining that he could not get a car to take his work to the ship. He had been pleading all night for me to tell the transportation department to hurry the truck or the job would be delayed. He died that night sitting up in bed calling for me to hurry the car to him.

"It was men like him who have made the Morse company successful, men who went through fire and water to get their jobs done. I have always noticed that those kind of men are the ones who never boast about what they can do; they go ahead and do it without boasting. They are the men who leave rum and bad women alone, attend to their business and accomplish the tasks they are put to, moving on from one task to another without making any particular fuss over some unusual achievement.

"It is generally the quiet, earnest fellow who makes the most valued employee; men who tackle the 'forlorn hopes' without bluff and bluster and stick by their work until it is finished and the ship delivered on time.

"Those are the kind of men the Morse company has always prided itself in having. Once in a while one of the other kind will get in but he doesn't stay long.

"Conditions have changed since Jack Duer's time. I don't have the opportunity to keep in quite as close contact with the heads of the different departments as I had when the business was smaller but nevertheless I still work very closely with them and I know and fully appreciate the loyalty that is so often displayed by those who now make up our supervisory force.

"No company can survive without men of the type of John Hallock, our late Dry Dock Superintendent and Jack Duer and that is why I always look for loyalty in an employe."

MORSE DRY DOCK DIAL

Vol. 5 August, 1922 No. 8

The *S. S. Conte Rosso* Photo by Courtesy Marine Engineering

The Fairy Ship of the Seas

WHEN the leading artists of Italy combined their talents in decorating and fitting the new Italian liner, *S. S. Conte Rosso*, which made her maiden voyage to America recently, they succeeded in giving to the shipping world what may rightfully be called the *Fairy Ship of the Seas*.

To step into the saloons of this remarkable vessel is to experience the thrill that always comes when one crosses the threshold of a gorgeous land palace. No greater comfort, convenience and elegance could be designed than are found on the *Conte Rosso*, and the Lloyd Sabaudo Co., of Genoa, Italy, which will employ her in its passenger and cargo service between Italy, South America and North America, has every right to feel extremely proud of this vessel.

Naturally it is to be expected that there should likewise be a certain measure of pride among Morse employees who were called upon to make voyage repairs and some alterations upon the ship following her first arrival in New York harbor.

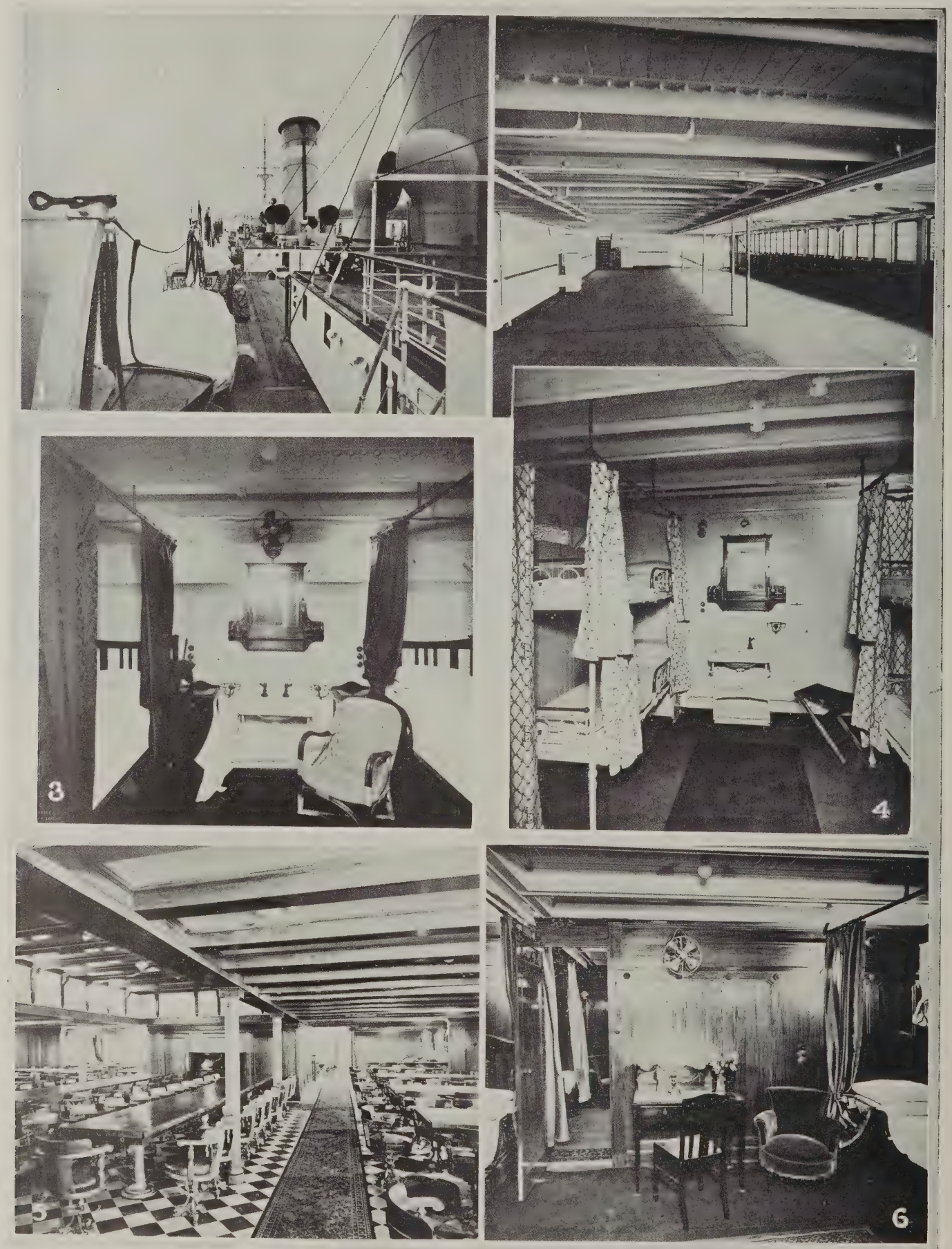
One of the fascinating things about the ship repairing business is that today a mechanic may be employed in the drab, filthy interior of a merchantman and tomorrow that same mechanic may be called upon to ply his trade amidst the palatial surroundings of a floating palace. The ship repairers life is one of contrasts and because of that he always becomes enthusiastic about the beauties and unusual features of a boat.

The *Conte Rosso* was built by the famous William Beardmore & Co., Ltd., Dalmuir, Scotland. She is a twin-screw, double reduction geared turbine steamer of 18,000 tons gross, about 20,000 s.h.p., and designed for 18½ knots service speed but capable of making greater speed than that, as shown by her initial trip when she did better than 20 knots when put to the task.

The boat is of the shelter deck type without tonnage openings and was built under special survey to the highest class of Lloyd's Register, and also the Register Navale Italiano. She has embodied in her design every single requirement of the International Convention for the Safety of Life at Sea and also due consideration was given to the latest regulations of the Italian and American immigration laws.

Accomodations are provided for 208 first class passengers, 268 second class, and 1,890 third class. Her

See Special Announcements on Pages 4 and 9



Italian Liner *Conte Rosso*: (1) Boat Deck, Aft; (2) Promenade Deck; (3) First Class Stateroom for Two; (4) Second Class Stateroom; (5) Second Class Dining Room; (6) Cabin de Luxe

Italian Liner *Conte Rosso* (First Class Public Rooms); (7) Smoking Room; (8) Library; (9) Music Room; (10) Entrance to Main Dining Room; (11) Veranda Café; (12) Upper Dining Room

crew numbers about 442, making total accomodations for over 2,800. As a piece of naval architecture, according to *Syren & Shipping*, the English marine publication, she is perhaps the most notable vessel which has been built since 1914, with the possible exception of the giant ship *Majestic*.

As she will be used in the trade between the Mediterranean ports and the Americas, either to New York or South America, as the season and trade demand, her fittings are suitable for all kinds of climates and all types of passengers. She burns oil and coal and measures 590 feet in length and 74 feet wide.

The first-class public rooms and passenger accommodations are exquisite in their appointments. Seemingly no expense was spared in decorating and fitting the vessel and it is reported that something like $400,000 was spent for them. The passenger accommodations have features which mark a decided improvement in the appointments provided on passenger ships.

The main entrance hall is finished in oak and mahogany and hand carvings, inlaid work, tapestry and stained glass are used with unusual effect. In the Library, conceded to be perhaps the most artistically finished room on any vessel, the Tuscan Renaissance prevails, the woodwork being polished walnut finely carved and inlaid. A frieze runs around the sides and there are some 50 sea and landscape paintings.

Two large pictures of war episodes of the life of *Conte Rosso* in the dining rooms, recall the history of the man after whom the boat is named. One of these represents his triumphal return to Nice in 1388. It was painted by Prof. Cavalieri, a foremost Italian artist, and is an exceptionally fine piece of art.

Some of the finest paintings are on the ceilings which are extrarodinary for their decorations and the splendor of their coloring.

The dining rooms are arranged on two decks, the upper providing seating accommodations for 72 persons at tables for two, four and six. The lower dining room accommodates 176 passengers. The veranda cafe is decorated in white maple in a modern style of simplicity which emphasizes the fine grain of the wood.

First class cabins are exceptionally large and include six cabins de lux on the bridge deck, each fitted with a private bath and constant supply of fresh hot and cold water.

On the bridge deck amidships are 42 single berth cabins and on the promenade deck there are 12 large special cabins for two persons each and eleven similar cabins on the upper promenade deck.

Four berth cabins accommodate the second-class passengers, some of these being on the upper deck, some on the shelter deck and the rest on the bridge deck. The second class dining room is on the promenade deck aft and seats 254 persons.

Sleeping accommodations for immigrants are located on the upper and main decks, both foreward and aft and there is a dining room seating 450 persons on the shelter deck forward.

The first and second class galleys are on the boat deck, an innovation which does away with the smell of cooking in the public rooms. Service hoists convey the food from the galleys to the dining saloons.

When the *Conte Rosso* reached New York on her maiden voyage she was given an enthusiastic official welcome by officers of the Lloyd Sabaudo Co., who went down the bay to escort the vessel to its pier at the foot of West Forty-fifth street. A dinner aboard the boat a few nights after its arrival was attended by 500 persons, including Italy's Ambassador Count Roland Ricci and members of his staff, together with representatives of the Italian consulate service in and near New York. The dinner was under the auspices of the Italian Chamber of Commerce of the United States. Dr. M. Serrati head of the Lloyd Sabaudo Company was toastmaster and welcomed the guests.

He stated that his company desired to hold a leading position in the passenger service between America and Italy and announced that another vessel which would readily take its place alongside of the *Conte Rosso*, would be put in commission at an early date. He referred to the *Conte Verdi*, a sister ship which is now on the stocks.

Morse Company Opens New Plant At 23rd. Street and 13th Avenue, North River

To facilitate the handling of voyage repairs and emergency work on vessels (particularly passenger ships) operating from the Manhattan piers, we have established a completely equipped repair plant in a new, modern daylight building at the above address.

We have taken this step at the earnest solicitation of our friends in the trade who wish to avail themselves of the wide experience, master workmanship and dependable service of the Morse organization.

In these highly competitive days quick turn arounds are essential to the successful management of shipping companies. Ship owners want "spot" service in connection with voyage repairs, and whenever possible to have this work done while loading or discharging .

Our new plant fulfills all of the requirements for the rendering of ideal emergency voyage repair service:

1. The location is, without question, the best in the busy section of the North River shipping district.
2. The building is a modern, reinforced, concrete structure with large dustless floor area and flooded with light as the result of large window expanse.
3. The premises are held under a very attractive long term lease which results in low overhead charges and permanent continuation of this service at its present location.
4. Shop equipment consists of most modern machinery, especially selected and located for prompt and low cost repairs.
5. The transportation problem, both on water and ashore, has been fully provided for with complete and special equipment, designed or selected to save time and reduce cost.
6. The organization is made up of carefully selected mechanics and supervisors who have had special and extended experience in emergency repair work.
7. Twenty-four hour service will be maintained at all times at this plant. Special telephone communication arrangements have been made in order that ships officers may get immediate action at all times and that any or all of the repair force may be reached day or night to handle large emergency breakdowns.

Every effort has been made to have this shop the last word in emergency repair plants and all of the opinions so far expressed by leading supervising and consulting engineers indicates that this aim has been accomplished.

Ship-to-Shore Telephony Has Arrived

SO much is being said and printed nowadays about the wonders of radio, it seems almost commonplace to devote space to the subject in our publication, and yet when one reflects on the importance of this great discovery to the shipping world the topic becomes of peculiar interest to our readers.

To think that it is now possible for a person on shore to carry on a conversation with an individual miles out at sea, is indeed a remarkable achievement to contemplate and when the *S. S. America*, of the United States Line, sailed away early in March equipped with a radio outfit that made ship-to-shore telephony possible, that good vessel marked an important step forward in the progress of the human race.

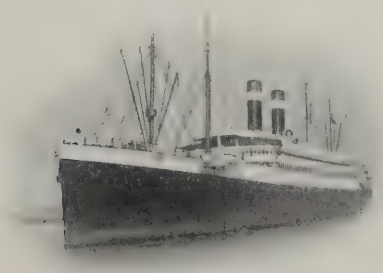
On the evening of Sunday, March 5, at about 7.30 o'clock, President H. B. Thayer of the American Telephone & Telegraph Co., answered a ring of the bell on his telephone in his home at New Canaan, Conn., and out of the instrument came a voice saying:

"Hello! This is Captain Rind of the *S. S. America*. We are 370 miles from Ambrose Light and expect to dock tomorrow evening."

The Bell System's radio telephone station at Deal Beach was the transmitting station for the demonstration and the receiving station was at Elberan. The *America* was equipped with a wireless telephone set made by the General Electric Co., and installed by the Radio Corporation.

While the conversation was going on between the head of the telephone company and the Captain of the *America* hundreds of people in and around New York, including members of our own organization, Richard Allen from his home in Bay Ridge and Harry Reese from his home in Lynnbrook, L. I., "listened in."

After the message from the ship had been finished engineers of the telephone company explained to those who had radio outfits in their homes that the time is almost here when it will be a common-place occurrence for any telephone subscriber from Seattle to Havana to lift a receiver and talk to a friend on one of the trans-oceanic ships of the Atlantic or the Pacific.



The America

Dr. Michael A. Roberts, surgeon of the steamship *Lone Star State*, recently renamed the *President Harding*, giving directions by wireless for the treatment of a sick man on a passing ship

Preliminary to March 5, tests were made during the eastward trips of the vessel and night after night radio amateurs in the neighborhood of New York overheard conversations between the ship and the telephone engineers ashore. This brought about many questions concerning the purpose of the tests and it was for that reason that a public demonstration was arranged. Since then the radio telephone has been in repeated use between ships and shore.

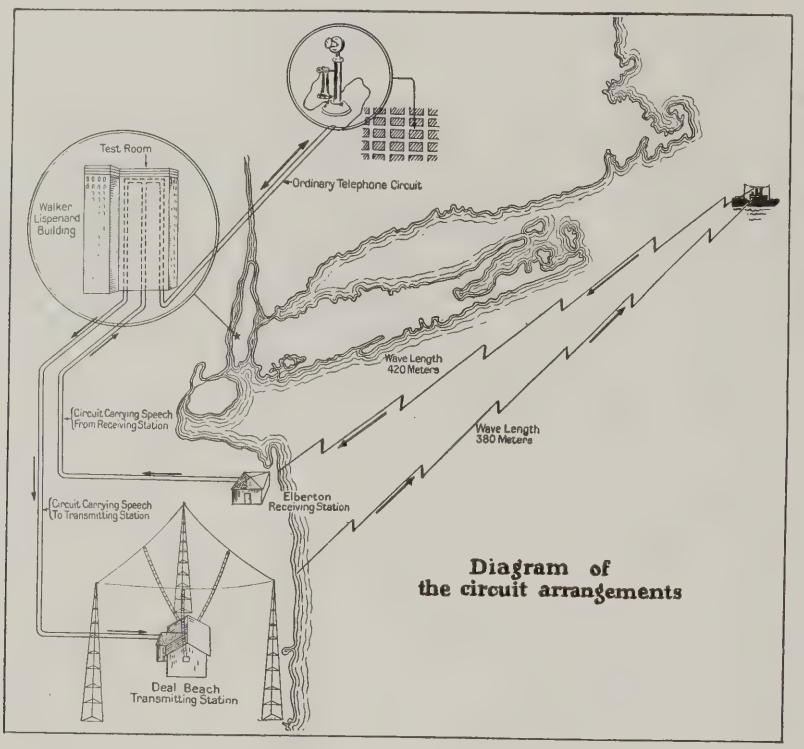
On April 7 Chairman Albert D. Lasker of the Shipping Board carried on a five minute conversation with Capt. Rind of the *America*, from Washington. At another time the *America* got into telephone communication with the *Lone Star State*, now the *President Harding* and gave the passengers aboard that ship an instrumental concert by using a phonograph. The ships were 125 miles apart.

According to newspaper reports a party of Americans, residents of Iquique, Chile, on April 1, were able to enjoy an operatic concert while seated aboard the Grace Line steamship *Santa Luisa* when that ship was in Iquique. Despite the 4,000 miles intervening between the broadcasting station and the listeners, the singing was clear and easily heard.

So popular has become the radio almost every large passenger carrying ship now leaving port has been equipped with an outfit. At first radio aboard vessels was a safety and commercial feature but today it is used for amusement as well. The broadcasting stations from which concerts, lectures and entertainments of various kinds are sent out, have been responsible for spreading the popularity of radio on the seas.

A recent survey of the medical situation in the great fleet of vessels operated by the United States Lines brings out many startling and interesting facts with respect to the service of ship surgeons as a result of the perfection of wireless communication.

Today the surgeon is not only on duty constantly in caring for the ills of the passengers and crew of the ship with which he is attached, but he is being made more and more available for consultation with all vessels within wireless call. The surgeons of the United States Lines vessels have a more or less ocean-wide practice and now that the wireless telephone has passed the experimental stage it is expected that the ship surgeons will be called upon even more extensively. As an example of this use of radio it is interesting to


Test Room
Walker Lispenard Building
Ordinary Telephone Circuit
Wave Length 420 Meters
Circuit Carrying Speech From Receiving Station
Wave Length 380 Meters
Circuit Carrying Speech To Transmitting Station
Elberton Receiving Station
Deal Beach Transmitting Station
Diagram of the circuit arrangements

Cut by Courtesy Telephone Review

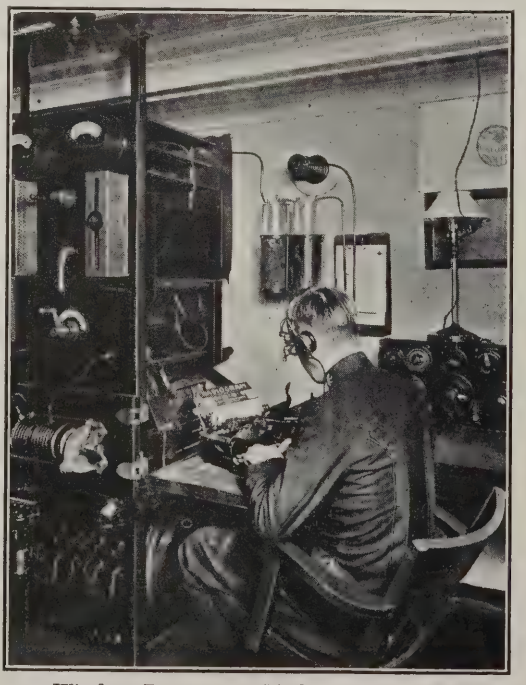
The diagram gives a sort of airplane view of the circuit arrangements. The reader will note that two separate stations were used on the Jersey Coast, Deal Beach being the transmitting station and Elberon the receiving station. Those informed on technical matters will note that the wire circuit was operated on the 4-wire principle between Walker Street and the radio stations, and on the ordinary 2-wire principle from Walker Street to New Canaan. A hybrid coil and balancing network, such as forms an essential part of all telephone repeaters, established the union between the 2- and 4-wire circuits.

again refer to the *America*. Through the wireless telephone the ship surgeon, Dr. Roy B. Henline, was told one night to give specific directions to a sick captain of a freighter 300 miles away. Dr. Henline had been aroused by the wireless operator and told that the commander of a small freight boat, who believed himself to be dying, decided he needed the services of a physician. Over the wireless telephone Dr. Henline asked for the symptoms, and being informed, diagnosed the case to be one of ptomaine poison. He prescribed remedies normally carried in the medicine chest of all small vessels. In the morning he was greeted with a wireless message of thanks from the ptomaine smitten commander who stated that the remedies prescribed had relieved his trouble.

Among the surgeons of the United States Lines fleet is one who is a pioneer in wireless surgery. This is Dr. William S. Irwin, surgeon on the steamship *Centennial State*, which plies between New York and London. Some nine years ago Dr. Irwin, then serving on a vessel plying between New York and Central American ports, was summonsed to the wireless room one day and informed that the keeper of a lighthouse on a lonely island in the Caribbean was suffering as a result of an injury to his leg, and that immediate medical attention was necessary. The island had five persons as its population, these being the lighthouse tender, his wife, a wireless operator and two of whom acted as cook.

Dr. Irwin asked for a complete history of the case, and across 800 miles of sea the details were given him in dots and dashes. The lighthouse keeper had fallen, broken a leg, and gangrene had developed. Dr. Irwin came to the conclusion that an immediate amputation was necessary to save the life of the sufferer. It was out of the question for the ship to get to the island, for the surgeon well realized that the time consumed would be too great. He inquired whether or not the others on the island would be willing to attempt the necessary amputation, provided he gave them specific directions. Receiving an answer in the affirmative, Dr. Irwin detailed through the ether the process necessary for the taking off of the injured man's limb. The surgical portion of the operation was performed by the cook, using as his instruments a butcher knife and a kitchen saw, Inasmuch as no anaesthetics were available, the injured man had to grin and bear it, but fainted before the operation was concluded. During the next two or three days Dr. Irwin received wireless communications regarding the state of the patient and found that he was doing well, having a robust constitution. Several months thereafter, when Dr. Irwin's vessel was within wireless talking distance of the island, he communicated with his patient and found that he was well on the road to recovery. Only a few weeks ago Doctor and patient met for the first time, and that was on the arrival day of the steamship *Centennial State* in the port of New York. A message that came from the pier informed Dr. Irwin that a gentleman with one leg desired to see him. When Dr. Irwin reached the pier the one legged man grasped him by the hand and said "Doctor you don't know me, but you ought to, inasmuch as you are responsible for taking off my leg." Then followed a rehashing of the historic case.

Recently Dr. W. S. Ford, of the steamship *Potomac* of the United States Lines, aided and abetted the stork by wireless. Late one night Dr. Ford was aroused to read a message which came from a freighter in mid Atlantic which read as follows: "Captain's wife on board. Expect arrival of stork before we can reach port. Please assist." This



Wireless Room on a Modern Steamship

was a stumper for the doughty Doctor, but it was an emergency and he could not fail. He therefore detailed in language that could be understood by a layman the necessary directions to the far-off freighter over which the stork hovered. Two days later Dr. Ford received another message which read: "Now have a new son. Don't know your name, Doctor, but will call him Napoleon Ford. A thousand thanks. God bless you."

Dr. Michael Rebert, of the steamship *Lone Star State*, now the *President Roosevelt*, upon his recent arrival in New York, announced that he was going to sleep for two days consecutively as a result of the number of night calls to which he had been subjected through wireless applications for aid from passing freighters. Late one night the Doctor was aroused by the wireless operator who informed him that twelve members of the crew of a Norwegian freighter were in terrible agony and desired medical attention. Dr. Rebert inquired as to the history of the ailment and found that the crew had partaken quite forcibly of canned lobster. He diagnosed the trouble as being ptomaine poisoning, and when the twelve sufferers had finished with the doctor's directons, they had exhausted their entire supply of Rochelle salts, and reported progress at dawn.

The work of the ship surgeons of the United States Lines has been so greatly enhanced that the company has decided to supplement them with graduate nurses. These nurses, all of whom are duly registered, have had long experience in hospitals and all of them were in the Government service during the war. With their aid it is expected that even greater service can be given passengers aboard the liners and to those who call for aid across the void.

Ex-German Liner Overhauled and Renamed

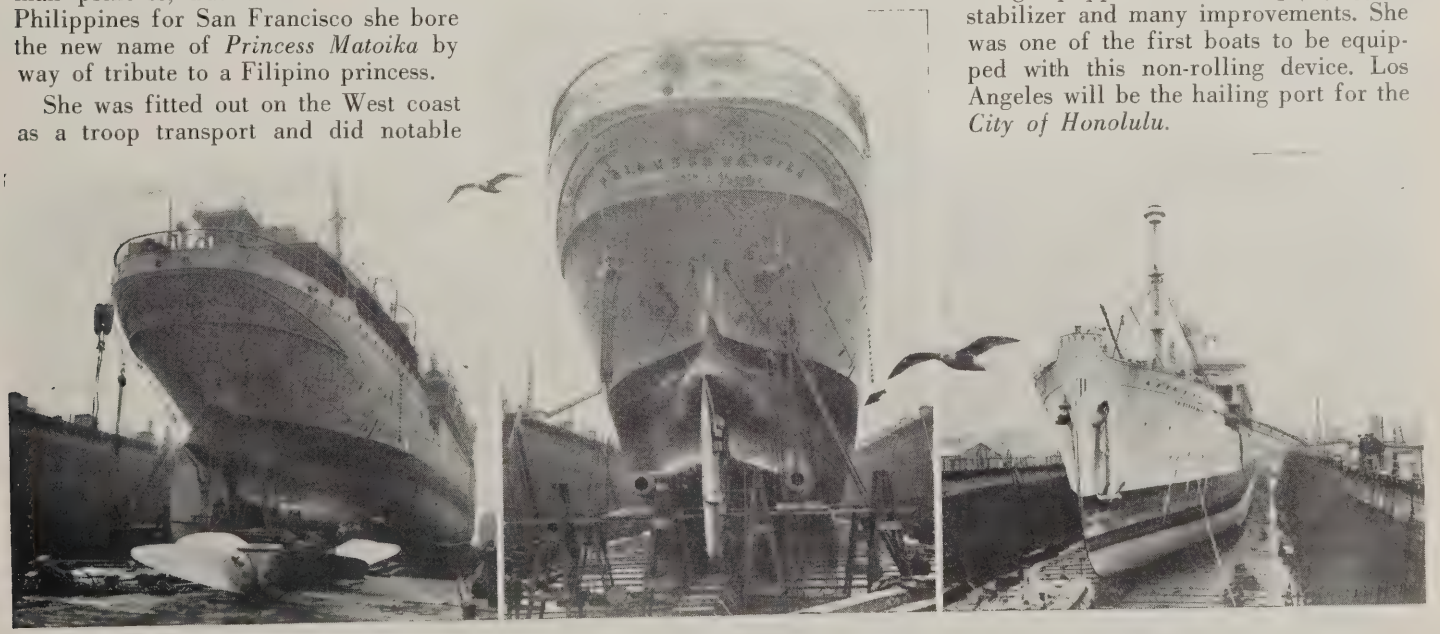
FOLLOWING a reconditioning in our yard the German built vessel *Princess Matoika* left here recently for Pier 4, Hoboken, bearing the new name *President Arthur*. This former German liner is one of the 23 or more Shipping Board boats renamed after Presidents of the United States. She is well known to Morse workers because they converted here into a passenger boat following her three years service as an army transport during the war.

This sturdy ship was built in 1900 as a merchantman and early in the war was interned at the Philippine Islands, being commandeered by this Government later and taken to Olangapo, 69 miles north of Manila where she was raised for bottom inspection and repairs on the old famous Dewey dry dock in Subic Bay. At that time she was called the *Princess Alice* after a German princess, but when she left the Philippines for San Francisco she bore the new name of *Princess Matoika* by way of tribute to a Filipino princess.

She was fitted out on the West coast as a troop transport and did notable service in carrying our soldiers to France. After the armistice she was transferred from the navy to the army and used to bring troops home. In this service she won lasting fame among the American boys who sailed on her. She was more readily identified than some of the other troop ships because of her high superstructure. A party of junketing congressmen and the 1920 *Olympic* athletes will also remember her.

Huron Renamed, Goes to Pacific

After a notable service during the war, the *S.S. Huron*, a boat well known to Morse employees because of her several visits to our yard, has forsaken eastern waters and henceforth until the fates decree otherwise, will ply in the Pacific as the *City of Honolulu*. This splendid vessel was one of the German boats seized when the United States went into the fray. She was originally known as the *Frederick der Grosse*. When taken over by the United States she was brought to our yard where repairs to the engines and boilers which had been damaged by the German crew, were made and the boat converted into a troop ship. She made several trips between Norfolk, Va., and Saint Nazaire, France. Unlike some of the other troop ships she sailed without convoy and figured in several escapades. One night when about 200 miles off Saint Nazaire she struck and sunk what was thought to be a German submarine. At another time she was rammed by the *Aeolus* and damaged amidship. Following her use as a troop transport the *Huron* was again brought to our yard and fitted up for passenger service, being equipped with the Sperry gyro-stabilizer and many improvements. She was one of the first boats to be equipped with this non-rolling device. Los Angeles will be the hailing port for the *City of Honolulu*.



Views of the *Princess Matoika* as she appeared in our 30,000-ton floating dry dock in 1920

Our Viewpoint from the Masthead

THE MORSE DRY DOCK DIAL
A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company and the interests of the Company.
BERT EDWARD BARNES, Editor.
Vol. 5 No. 8

The Song of the Alarm Clock

IT IS universally agreed that all decent men show respect for certain things—women, children, the aged, the law, religion, honest sentiment and wholesome traditions. Tradition is simply truth handed down, and perhaps more reverence is shown today to that one which says "the laborer is worthy of his hire" than ever before, for scarcely a day passes that we do not hear of some effort on the part of an employer to recompense his faithful employes for honest and loyal service.

When we say "laborer" we mean not only the man in overalls, but the girl at the switchboard, the clerk in the office or the woman in the factory, and all our other courageous citizens who day after day put their best endeavors into the work they perform, knowing that in doing so they are not only contributing to the upkeep of the present generation, but are helping to build better conditions for those to come, and at the same time they are leading the healthiest kind of a life. All of this causes an employer to give recognition to his employes' worth, and inspires them in turn to continue to live up to the tradition that "honesty is the best policy," as they keep on giving a full day's work in exchange for a full day's pay.

At heart, employers aren't vastly different today from the employers of yesterday, but in recent years there have been so many legislative rulings throughout the United States that have affected working conditions, that it is easier for the employer of today to show his appreciation of efficient workmanship.

Of course, every one cannot give the same efficiency; the limit of a person's abilities is set by the Creator, so that one man's best may not be comparable to another's, but the secret of happiness lies in each one doing his individual best, and the "pursuit of happiness" is the traditional right of all men.

As we think of the hundreds of alarm clocks that every morning rouse the workers of the world to go forth for their "hire," it seems as though they might be ringing out the last verse of Henry Van Dyke's "Gospel of Labor":

This is the Gospel of Labor—ring it, ye bells of the kirk—
The Lord of Love came down from above, to live with the men who work:
This is the rose that He planted, here in the thorn-cursed soil—
Heaven is blessed with perfect rest, *but the blessing of earth is toil.*

"The Same Old Job" is a Lifesaver

OVER fifty years ago, some one wrote the story of

Honest John Tompkins, the hedger and ditcher,
Who though he was poor didn't want to be richer,

for he was happy at his job, doing the same things day in and day out, and it is safe to say that he whistled and sang as he worked, for he had grown so used to digging ditches and trimming hedges that he didn't have to think hard about what he was doing.

Every once in a while we hear some one complain that he is "tired of his job"; the monotony wearies him, and he cries out for something different to do. If he only knew it, sameness of our daily duties is the best thing for most of us, for change and novelty in work demands fresh thought and reduces speed in consequence, and the nervous and physical strain that this change of thought makes upon an individual, results either in a dissatisfaction that makes life unbearable to self as well as others, or else in death.

We have all the tension we require outside of our daily employment in the struggle we engage in trying to live and let live, and when the regular "job" becomes monotonous to us, that is

where we find the relief for the high tension that economic pressure and too much recreation creates.

Variety may be the spice of life, but too much "spice" in our daily work may cause industrial indigestion. Doing the same thing, over and over, just as the trees and the birds, and our own hearts do, (and as John Tompkins did), gives us a successive satisfaction that can never come with constant change of work or play.

It is the habitual act that counts, not the occasional "stunt." And after all, one can put into his work only as much originality and genius as he possesses, and while genius is responsible for all the labor-saving improvements which are given the credit of making man's job monotonous, with very few exceptions the genius does not enjoy life except in a narrowed way. He overworks and forgets how to play, and the joys of home and community life are things he seldom knows.

So it seems that the so-called monotony of work is a God-send, since it enables a man to fulfill his duty to himself and his fellows, and to do an honest day's work which he is free to forget once the whistle blows.

About Voters, but not Political!

WHEN the first Gentleman Farmer met the Original Flapper in the Garden of Eden, history tells us that she didn't even wear rouge, so that in spite of all that is said condemning American Flapperdom, in comparison, our newest voters are smothered with clothes.

But there are Flappers, and *Flappers*, just as we have always heard our lecturers tell us "there are women, and *women!*" insinuating that some of the female element were not as particular about their habits as accepted standards would have them. And if one starts to analyze the average Flapper, who may be my sister or yours, or the girl who works next to you, one is likely to find out that at heart she is no different than the girls of a generation or two ago.

And if a few inches more of her silk-clad limbs are in evidence than was customary in her grandmother's day: if her blouse is now so sheer that it discloses only what every normal person knew was covered by her mother's home spun, high-necked gown: and if her hair is comfortably "bobbed" instead of being heavily swathed around her head—why blame her? She doesn't set the style; she simply follows it!

Except for the grotesque artistry which adorns her face, and which may be purchased at any Woolworth Emporium, she is good to look at. She represents ease, freedom and independence, which are national characteristics, and make her twice as attractive as her older sisters were less than twenty years ago. If she happens to be "tough," it isn't because she's a Flapper—she'd be bold and repulsive even though dressed in a Laplander's robe. And with the physical freedom that is hers, isn't it safe to bet that the low-heeled, lightly-dressed and corsetless Flapper will make a healthier mother than the girls whose clothes represented distortion and torture?

We will soon know, for she's here to stay—there's no doubt about it, and unless one is entirely blind to the beauty of the Creator's handiwork, one must acknowledge that our little Flapper is the most refreshing sight America has seen in years. Of course, she's over-rouged and extra-whitewashed, but when that is toned or eliminated, she will never tire our eyes.

Special Announcement

Edward P. Morse, who founded this Company and is its active head, has written for The Dial a series of articles about the ship repairing industry and its development in this port, which we will begin publishing in our next issue.

Autobiographical in nature these articles will constitute an intensely interesting, modest recital of the career of a man who has built for the community, the trade and himself, a wonderful business monument.

It was not so many years ago when the sailing vessel was in vogue and when marine railways and a few primitive dry docks were the only means of getting a boat out of water, and yet in the transition that has taken place in the industry, there is a fascinating, romantic story.

Mr. Morse, a pioneer in the ship repairing business, tells it in a simple, unbiased way and in the telling furnishes a striking example of perseverance, grit and persistence which contains an inspiring object lesson that can be read with profit by the younger generation now coming into the industry.

The Editor.

"Shanks" Are All Self-starters

FOR very little money, one can buy a car and enjoy the country during the lovely summer months, driving wherever his fancy leads. But without spending a cent, almost every one has a means of transportation called "Shanks' Mare" which, if properly exercised, will carry them into places a car never could go, and will give infinitely more pleasure, and contribute strength to the individual in addition to furnishing a wealth that never comes with riding around in an automobile. The habitual walker accumulates a wealth of health, and health is the only kind of wealth worth mentioning, for without it all other kinds are of little value as regards one's happiness.

Yes, "hiking" has it all over motoring, for one is free from the necessity of watching after his car, and, swinging along, at a jaunty gait out in the open road, the world is yours. A professional walker has figured out that if we walk two miles a day, it will mean walking seven hundred and thirty miles a year; going five miles a day means to cover one thousand, eight hundred and twenty-five miles yearly; and at that rate, it would only take fourteen years to cover the circumference of the earth, which totals twenty-four thousand, six hundred and eighty-three miles.

The city person is of necessity forced to forego walking because of the congestion and traffic, but with the week-end holiday which Sunday affords, every one should get out into the country (or, outdoors in the city if the other is out of the question) and walk, and walk, and walk. If one walks alone, there is a possibility that he may get to thinking seriously, but he cannot worry or think about trifling ailments, because the very swing of the walk seems to throw them off.

If accompanied by congenial companions, the walk will be ever so much more enjoyable. There is one caution for beginners—go easy at first; at the first signs of weariness, turn back, but each week walk a little farther than the last time, and when the summer is over, you will find the habit has gotten hold of you and you have derived so much benefit from it, that you'll keep up your "hiking" all through the winter

Employees Association Directory

Officers

President, HUGH McQUILLEN, Inside Machinists Department
Vice-President, HUGH CALLAHAN, Dock Hands Department
Secretary, EDWARD HANNAVIN, Brass Storeroom
Treasurer, MORTIMER W MEAD, Office

Relief Committee: THOMAS CALLAHAN, Dock Hands; CHARLES WINKLER, Pipe Shop; THOMAS WHITELAW, Hull Dept.

Shipping Notes Gathered Here and There

Efficiency Makes Difference

There is special interest in reports of a compilation of ship building and ship repair wages which were published in the trade and public press recently. According to these reports which are said to have emanated from a leading shipbuilder, wages in the shipyards of this country are still 95 per cent higher than in 1914. The reductions from the highest point reached during the war amounts to 32 per cent. While American wages have dropped 32 per cent. wages in Britain have gone down 44 per cent., the present British scale being about 23 per cent. above the pre-war rates. Recent British reductions have brought the hourly rate of wage down to an average of 26 cents. In America the hourly rate is 51 cents, nearly double. In 1914 the difference was much less. In January last the British hourly rate was 31 cents; and the American rate 58 cents. In 1920 the British rate was 46 cents, the American rate 74 cents. In 1914 the British rate was 18 cents, the American rate 26 cents. This difference in American and British rates on the surface would seem to favor the foreign competitor but on the other hand American speed and superior methods and workmanship readily offset the difference. The personnel of the American plants includes the highest type of workmen, an important factor in the handling of shipbuilding and repair contracts. Also building material costs are about 15 per cent lower in American yards.

Germans Using American Engines

Ever since the United States Shipping Board sold to Germany ten of the wooden steamers built during the war, there has been no end of speculation in the English press as to the reasons for the purchase. One guess recently made is that the Germans executed a very cute business deal as a sequel to the bitter complaints heard now and then about the high construction costs in German yards. According to a writer in the *Liverpool Journal of Commerce* as soon as the ships reach Germany the engines and boilers are "whisked out of them" for installation in new cargo steamers which the German lines are building. This means, according to this writer, that ten German cargo carriers of handy size will be ready for competitive service ahead of schedule time. And speaking about these wooden ships we are told by the same authority that one of them, the *Argentina* of 4000 tons, is being used in Ireland to intern Sinn Feiners. The boat will house 450 prisoners, if there are that many left when Ireland stops fighting.

Installing Mammoth Stabilizer

The first large passenger vessel to be equipped with a gyro-stabilizer is the *President Woodrow Wilson.* Installation is now being completed. This mammoth device weighs 180 tons and is equipped to revolve 800 revolutions per minute, and will reduce the rolling of the ship to a minimum. There is much interest in the trade as to the success of the stabilizer on a large vessel. It has met with marked success on the boats upon which it has been installed thus far.

Irish Harbor Plans Talked Of

Naturally there is much speculation as to what the new Government in Ireland is going to do with reference to the harbor question, once the Irish people settle down to commerce. We learn from the English trade papers that a meeting of representatives of Harbor Boards at all Irish ports, to be held at an early date in Dublin, is being urged, for the purpose of conferring on matters affecting the interests of the various ports. It is expected that the new Irish government will soon undertake legislation bearing on harbors and trade in Ireland and to promote plans for economic handling and dispatch of imports and exports. The secretary of the Limerick Harbor Commissioners is making arrangements for the conference.

Fleet Caretakers Have Ball Team

The men who are serving as caretakers of the Shipping Board fleet at anchor in the Hudson river, opposite Caldwell, N. Y., have organized a baseball team which has shown considerable prowess on the diamond in the several games played thus far this summer. Several teams from towns nearby have gone down in defeat.

Honeymoon Ship

The Italian liner *Taormina* which has been in the Morse yard from time to time, has become known as the Italian honeymoon ship. It recently brought twelve newly married couples from Italy and during the voyage two more couples became engaged before the vessel was tied up to her pier.

Savannah Line Moves

After having occupied Pier 35, North River, for fifty years, the Savannah Line has been obliged to vacate that location owing to the construction of the New York & New Jersey Vehicular tunnel, and has moved to Pier 52. Its general offices will be located at Pier 50.

Californian Attracts Attention

Voyage repairs were made recently by our workers on the recently completed motorship *Californian,* the first boat of the kind to have machinery entirely of American construction, and much interest was manifested in the ship by our mechanics. The *Californian* is of 11,000 dead weight tonnage and was designed and built by the Merchant Shipbuilding Corporation. The *Missourian,* now nearing completion is a sister ship, and much interest centers in these two boats because of their size and clean cut lines. The *Californian* is a twin screw vessel with four-blade propellers of 13 feet 6 inches diameter. She contains unusual features for cargo handling and storing.

Shipyard Becomes Lumber Plant

The Los Angeles Dry Dock & Shipbuilding Co., plant in the West Coast is going to be turned into a gigantic lumber enterprise and according to announcements appearing in the trade press a new $10,000,000 corporation is being formed to take over the property and interests. The new corporation is a combination of the Los Angeles Shipbuilding Company and the Massett Timber Co. Ltd. Plans have been made for the immediate construction of sawmills, box shook lath and shingle factories and for the construction of six new lumber schooners for transporting logs from the British Columbia property of the Massett Timber Co.

Canada Has White Elephants Too

Those who scoff at the United States Shipping Board's failure to find profitable use for some of the American ships built during the war, will find food for thought in the recent announcement that the Canadian Government Merchant Marine proposes to lay up and will dispose of 27 vessels in its fleet. The Government is considering the advancement of $4,360,720 in the shape of a loan to be applied to the payment of deficits in the operation of the Canadian Merchant Marine.

State Boats Names Revised

SINCE publication in the last issue of *The Dial* of the new names of the so-called "State" boats, several new changes have been made and our former list is subject to the following revision, the list below now being as nearly correct as information from the Shipping Board can make it:

President Wilson (Empire State).
President Taft (Buckeye State).
President Pierce (Hawkeye State).
President Cleveland (Golden State).
President Harding (Lone Star State).
President Roosevelt (Peninsular State).
President Garfield (Blue Hen State).
President Adams (Centennial State).
President Polk (Granite State).
President Van Buren (Old North State).
President Monroe (Panhandle State).
President Hayes (Creole State).
President Harrison (Wolverine State).
President Madison (Bay State).
President McKinley (Keystone State).
President Grant (Pinetree State).
President Jackson (Silver State).
President Jefferson (Wenatchee).
President Lincoln (Hoosier State).
President Arthur (Princess Matoika).
Pan-American (Palmetto State).
American Legion (Badger State).
Southern Cross (Gopher State).
Western World (Nutmeg State).
America (America).
George Washington (George Washington).

Buckeye State was originally called *President Roosevelt* but has since been changed to *President Taft.* She has been undergoing reconversion in our plant.

Lone Star State was at first announced as the *President Taft* but subsequently renamed *President Harding.*

Peninsular State was at first called the *President Pierce* but is now the *President Roosevelt.*

Hawkeye State was originally named *President Wilson* but is now the *President Pierce.*

Beaver State was at first named *President Jefferson* but the *Wenatchee* has been given that name instead and the *Beaver State* remains unassigned.

Golden State was at first called the *President Taylor* but is now the *President Cleveland* and as yet no boat has been named after President Taylor.

The Empire State was at first called the *President Cleveland* but has been finally designated as the *President Wilson.*

The *Leviathan* which is undergoing repairs and alterations has not been changed.

Marvels at Our Equipment

IT IS always interesting to hear the comments about the Morse plant from the many visitors who come here from week to week, many of them from distant lands. Not long ago Mr. Turnbull, a naval architect for the Booth Lines of England, paid us a visit while on a trip around the world for the purpose of inspecting shipping conditions, and some of the comments he made about our plant were indeed gratify.

He said that he had heard much about the Morse organization and the excellent equipment of the plant but what he found here by way of special machinery and equipment surpassed his expectations. Some of the machines he said he never knew existed. He was shown through the shops by Mr. Want who pointed out the various pieces of special equipment and explained their uses, and then he visited the dry dock which he conceded to be among the best he had ever seen. He also stated that he had just made a tour of the world and had visited many ship yards. The Morse plant, he said, was the most efficient and up-to-date of any others he had inspected.

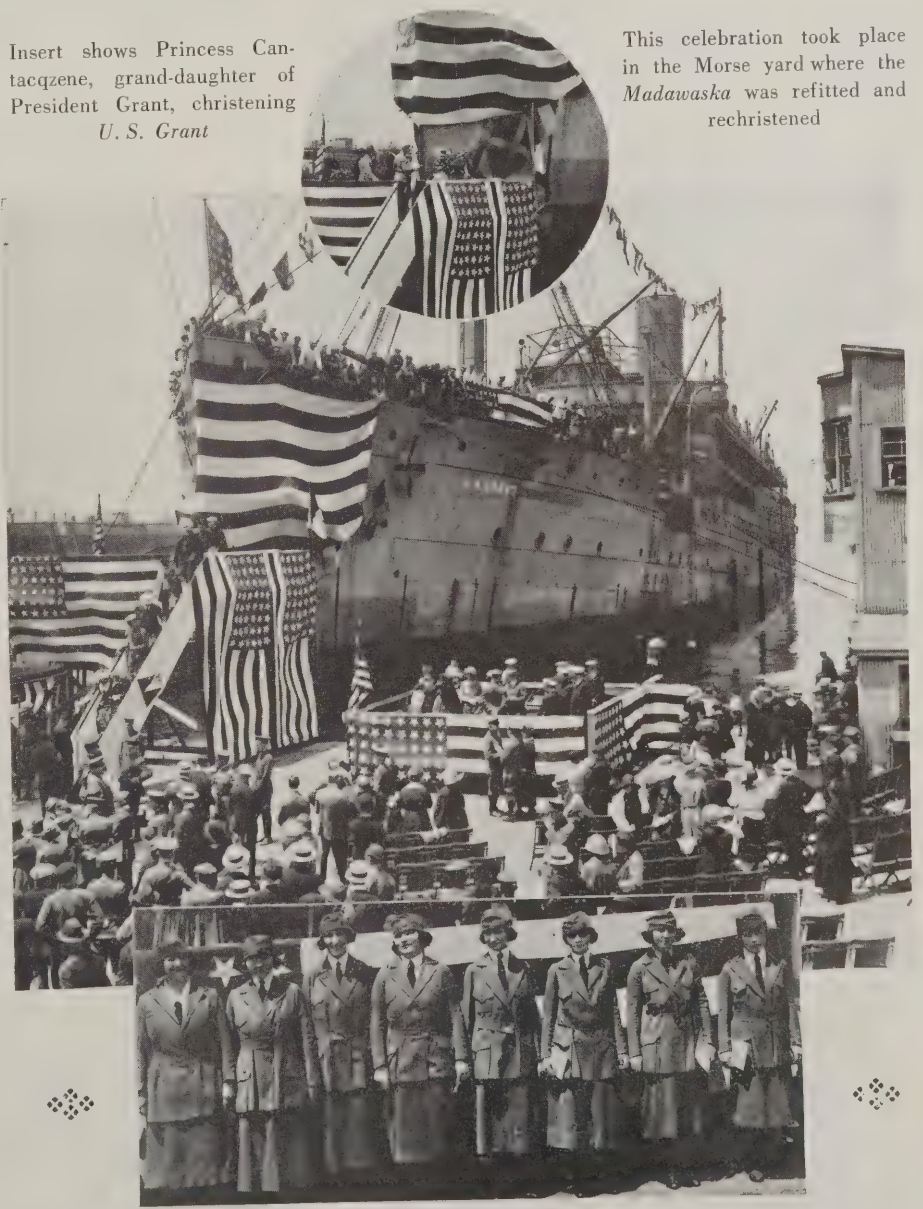
When business comes to you, take it; when it doesn't, go get it—it is always there.

Lots of men expect opportunity to carry a letter of introduction.

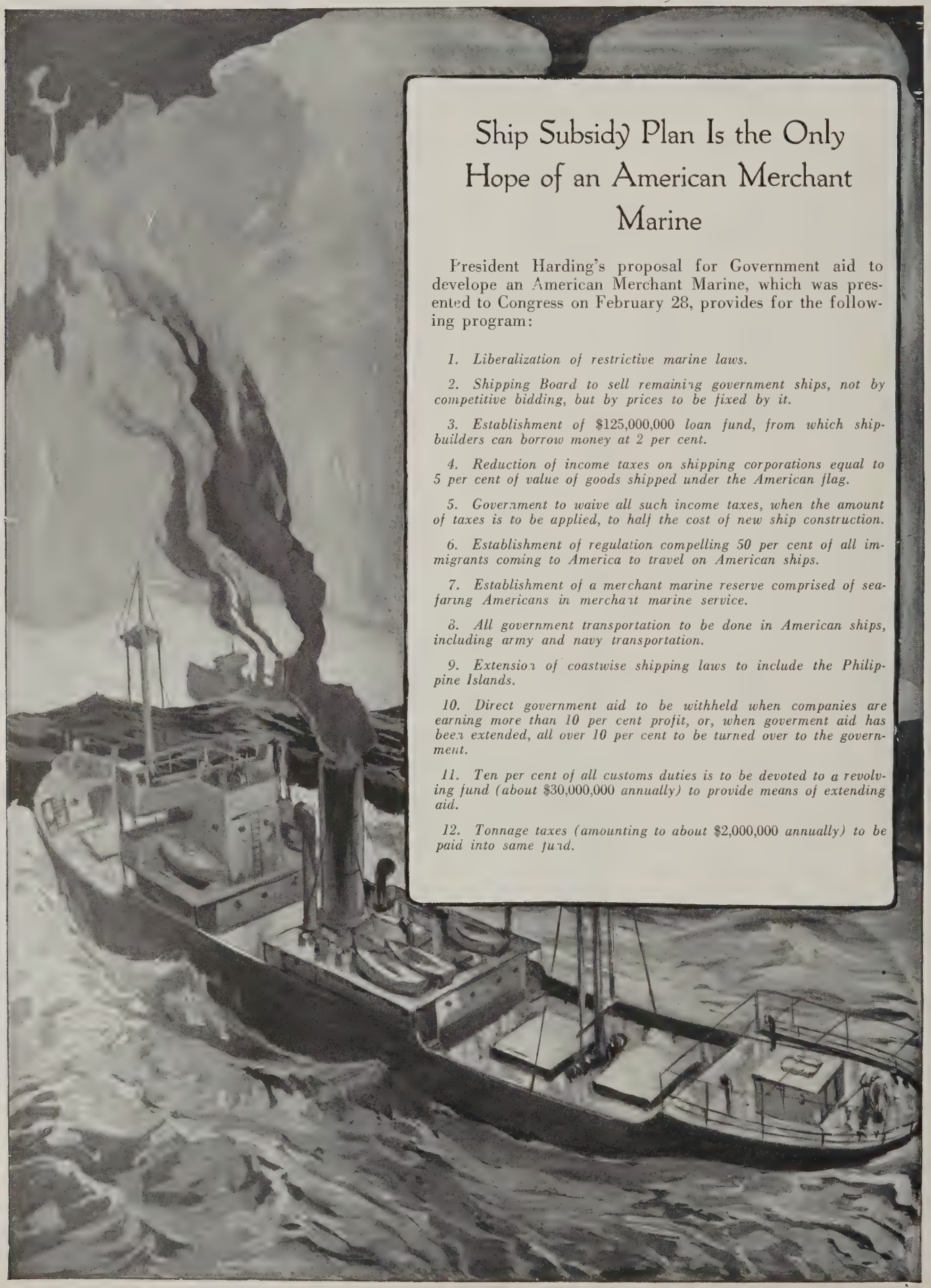
Initiative means the power of self-propulsion and is made up largely of "I."

Insert shows Princess Cantacqzene, grand-daughter of President Grant, christening *U. S. Grant*

This celebration took place in the Morse yard where the *Madawaska* was refitted and rechristened



Christening *S. S. U. S. Grant* formerly *Madawaska.*—Bottom: Motor Corps girls from army base who were ushers



Ship Subsidy Plan Is the Only Hope of an American Merchant Marine

President Harding's proposal for Government aid to develope an American Merchant Marine, which was presented to Congress on February 28, provides for the following program:

1. Liberalization of restrictive marine laws.

2. Shipping Board to sell remaining government ships, not by competitive bidding, but by prices to be fixed by it.

3. Establishment of $125,000,000 loan fund, from which shipbuilders can borrow money at 2 per cent.

4. Reduction of income taxes on shipping corporations equal to 5 per cent of value of goods shipped under the American flag.

5. Government to waive all such income taxes, when the amount of taxes is to be applied, to half the cost of new ship construction.

6. Establishment of regulation compelling 50 per cent of all immigrants coming to America to travel on American ships.

7. Establishment of a merchant marine reserve comprised of seafaring Americans in merchant marine service.

8. All government transportation to be done in American ships, including army and navy transportation.

9. Extension of coastwise shipping laws to include the Philippine Islands.

10. Direct government aid to be withheld when companies are earning more than 10 per cent profit, or, when goverment aid has been extended, all over 10 per cent to be turned over to the government.

11. Ten per cent of all customs duties is to be devoted to a revolving fund (about $30,000,000 annually) to provide means of extending aid.

12. Tonnage taxes (amounting to about $2,000,000 annually) to be paid into same fund.

Caught In The Act

By E. E Donnelly

CASHIER PIPER DOING A SIR WALTER RALEIGH, WHEN HE WAS AWAY ON HIS VACATION THIS SUMMER.
"O-YOU BEAUTIFUL DOLL-"
"DO YOU REALLY COME FROM BROOKLYN -??"
"SAY, MAE, AIN'T HE GRAND!!"
"YOO-HOO-OH, MR. PIPER WILL YOU CARRY US BACK-??"
"GEE-LOOKIT THAT DAME, I'LL BET SHE WANTS A RETURN TRIP ALL RIGHT"
WHITE DUCKS
HANG ON THERE OLD BOY YER'NO VACATION ONLY COMES AROUND ONCE A YEAR-!!
"HOLD TIGHT CRIST I'M GOING IN HIGH NOW-"
"SWEE 'PAPA,-IF ONE OF THOSE SPEED COPS SEES US NOW, WE'LL BOTH GO TO THE COOLER-WE MUST BE KNOCKING OFF A COLD 60 IF WE'RE MOVING AN INCH"
CRIST MUNK BRINGING HOME THE BACON
"WONDER WHAT THEY WANT A COP OR A FIREMAN ??- WELL HERE GOES BOTH!!! GANGWAY MEN!!-
"HAVE MORSE MEN AT NORTH RIVER PIER- STEAMSHIP ON THE WAY UP THE RIVER!! A RUSH REPAIR JOB"
A BUSY SCENE AT THE NEW MORSE PLANT AT WEST 23RD ST & 13TH AV. NEW YORK CITY.
MORSE DRY DOCK & REPAIR CO.
WHITE STAR LINE
WHITE STAR LINE
M.D.D.&R.Co
"BLA-BLO-WOGEE-CARR-SELA-LA-UMPH-POO-POO-BAH!!" Esquimo-Lingo } MEANING
"HEY TELL THAT TIMEKEEPER ON JOB 43, I WANT THOSE CARDS IN BY 4:15"
ESQUIMO PIE
ICE
CHIEF MEYERS ON HIS WAY THROUGH THE YARD IN ANSWER TO A RUSH TELEPHONE CALL.
"GOSH I WONDER IF SHE'LL RETURN ???
PIER 1
MR. DAY CHIEF TIMEKEEPER AS WE EXPECT TO SEE HIM IN 1925 THE RESULT OF EATING ESQUIMO PIES EVERY DAY FOR LUNCH.
JIM COFEY WATCHING FOR THE JOYANCE TO COME BACK.
"S'FUNNY JOHN, SHE OUGHT'A START 'CAUSE I JUST GREASED ALL OF THOSE SPARK PLUGS!!
E. Donnelly
GREASE
MR. BENNER SAYS THE COAT IS ALL RIGHT BUT THE STRIPS ARE ALL WRONG. HE THINKS THEY OUGHT TO BE THIS WAY
"MORNING GENTLEMEN"
MR. MEAD
TIME SHEETS
MR. MEAD SHOWING THE FOLKS AT THE OFFICE THE LATEST WRINKEL IN SPORT COATS DIRECT FROM PARIS.
P.S.- IT IS RUMORED THAT PEGGY HOPKINS HAS TIPPED MORT OFF ON THIS STYLE.
BLACKIE ELLIS HELPING JOHN WARREN TO START HIS CAR.

SCISSOR THEFTS

"Jerry Moore"

A number of years ago in the city of Mount Vernon, N. Y., there was a well-known character. His name was Moore, Jerry Moore.

Jerry had fought his way into the limelight and was finally elected alderman from the "tough" district in which he lived.

Jerry had been able, through a dominating personality, to put the fear of physical violence into the hearts of most men who knew him and took advantage of his reputation to bully most men he met.

If you visited Mount Vernon more than a quarter of a century ago you may remember Rowe's Hotel, the famous hostelry that stood near the station. There was a public bar on the corner and an assembly room on the second floor.

One night a dance was given in the hall and a young man—one of the dancers—had occasion to go to the bar below.

Jerry was there and when he saw the young man in his "glad rags" he made him the target of a series of abusive remarks.

"I'm busy right now, Jerry," said the young man, "but I'll be at the store tomorrow morning and if you don't come around and apologize for what you've said before ten o'clock, the first time I see you I'm going to give you a sound thrashing."

He then left the room, followed by a tirade of added abuse from Jerry and loud assertions of his ability to make any man in Mount Vernon eat out of his hand.

The next morning Jerry was passing the store where the young man worked. He had no idea of apologizing—he just wanted to add a few words to what he had said the night before.

The young man came out of the store—and Jerry did.

Then something happened. The young man punched Jerry up a flight of stairs into Mark's photograph gallery, which was on the second floor, changed his position and punched him down again. Then he punched him across the street and told him not to come around any more.

It isn't strange that a "Dooley" whipped Jerry Moore. Every champion goes down to defeat sooner or later. It was the sequel that was odd, and it illustrates the point we are about to make.

Within ten days Jerry Moore was whipped ten times. Men who had stood by quietly and allowed Jerry to tweak their noses sought him out and gave him what they said had been coming to him for some time.

Within two weeks Jerry left town. It was not personal prowess, but fear in the hearts of other men, that had made Jerry prominent.

This cry of "hard times" that has been strutting about looks to us a good deal like an exaggerated Jerry Moore. It has men frightened. They fear to attack it. It has some strength and a good deal of bluster, but it isn't nearly so serious as many men believe.

All it needs is a few Dooleys to show the way and then thousands with courage instead of fear in their hearts will see how easy it is to drive Jerry Hard Times out of town.—From *The Booster.*

Putting it Off

"Some day, I'll have my life insured,"
A busy husband said.
"But first I'll get that bacon cured
And build a barn an shed.

"You do not need to worry, Jane,
For worry makes you gray;
You have insurance on the brain—
I'll tend to it some day.

"Just now I'm needing every cent
That I can muster up:
Some vacant lots I want to rent,
I want to buy a pup.

"I'd like to buy a billy goat,
I know of one for sale;
I want a new Tuxedo coat,
And that will take some kale.

"I cannot buy insurance now,
I need each picayune,
But I'll attend to it, my frau,
Some sunny afternoon."

Death always seems to lie in wait
For people of this stripe;
He follows them with eager gait
And picks them ere they're ripe.

The story in the daily press
Brings tear-drops to our lids:
He left his family penniless,
A wife and seven kids.

Hydraulic Press, Revised.

Every Day Will Be Sunday, By and By

Figure it for yourself

Every years has	365 days
If you sleep eight hours a day it equals	122 "
This leaves	243 "
If you rest eight hours a day	122 "
This leaves	121 "
There are 52 Sundays	52 "
This leaves	69 "
If you have half-day Saturday.	26 "
This leaves	43 "
If you have 1½ hours for lunch	28 "
This leaves	15 "
Two weeks' vacation	14 "
This leaves	1 day
And on Labor day nobody works	0

What Your Mother Thinks You Are

While walking a crowded city street the other day,
I heard a little urchin to a comrade turn and say:
"Say, Chimmey, let me tell youse, I'd be happy as a clam,
If I only was de fellar dat me Mudder tinks I am.
She tinks I am a wonder, an' she knows her little lad
Could never mix wit' nuttin' dat was ugly, mean or bad.
Oh! lots of times I sit and tink how nice 'twould be, gee wiz!
If a fellar was de fellar dat his Mudder tinks he is."

My friend, be yours a life of toil or undiluted joy,
You still can learn a lesson from this small, unlettered boy.
Don't aim to be an earthly saint, with eyes fixed on a star,
Just try to be the fellow that your Mother thinks you are.

Trifles of Truth

It should be spelled Hop-portunity.

Are you a wage-earner, or only a wage-wanter.

If there be an elixir of life, it is laughter.

Work is the meat of life, pleasure the dessert.

Once in a while, look up at the stars and, as you gaze, think.

The pathway to happiness begins in the heart and lies through the hearts of others.

Is not the best place to build monuments for one's self not in the graveyard at the end of our journey, but in the hearts of our brother mortals as we journey through life?

—Forbes Magazine.

To Miss Flapper

Blessings on thee, little dame—
Bareback girl with knees the same,
With thy rolled down silken hose
And thy short, transparent clothes;
With thy red lips, reddened more,
Smeared with lipstick from the store;
With thy makeup on thy face,
And thy bobbed hair's jaunty grace.
From my heart I give thee joy—
Glad that I was born a boy.

—*Carry On.*

Complete Their Apprenticeship

FOUR young men completed their apprenticeships under the Morse plan recently and are now rated on the payroll as first class mechanics as a reward for the faithful fulfilment of the apprenticeship requirements. Three of the young men are pattern makers: Thomas Fanroth, Vincent Brosile and Selmer Siversen, and the fourth, Peter Fortier, is a finished draughtsman.

Each one of these young men has completed a four years apprenticeship at the bench and drawing board, supplemented with day and night studies. Fortier also had the advantage of a night course at Pratt Institute, having won the scholarship given by Mr. Morse for proficiency in the work assigned to him and for having passed the highest percentages in the examinations.

These young men began their apprenticeship as office boys, serving as such for six months after which they were privileged to choose whatever trade they desired.

Under the thorough training provided by the apprenticeship plan in operation here each one of these young men has received a practical, complete schooling in the trade he chose. Diplomas which pronounce them finished artisans have been awarded to them. Their apprenticeship has embrace every phase of their particular trade. For instance in Fortier's case he is an engine, hull and structural draughtsman. In many places an apprenticeship embraces only one of these but the Morse plan is one that is designed to perfect an apprentice from start to finish.

Robert Walsh is again day chauffeur for the hospital, having been transferred from the night shift.

Friends of Walter Riley, formerly of the Hull department, are congratulating him on the birth of a ten pound girl.

John Flanagan, ship fitter snapper, is back in the yard again after a long absence and his friends are glad to see him back.

The Office Cat Says—

Miss Anna Miller has returned to the cost department after substituting in the purchasing department for a while.

Miss Rhon Bendickson, who was formerly employed as file clerk in the office, was married shortly after leaving her employment here and is now living in Springfield, Mass., and has a baby girl. She is now Mrs. Max Keltz.

The stork recently delivered a girl to Mr. and Mrs. Emil Peterson, both of whom were former office employees here. Mrs. Peterson was Miss Margie Sullivan.

William L. Myers, who has been fire chief in the Morse plant for the last two years or so, has recently been placed in charge of the guards and watchmen. He will continue his duties as fire chief, with his headquarters at the main gate.

Wages make savings, savings make capital, capital makes industry, industry makes wages.

Miss Margaret Waddle, formerly employed as a stenographer and typist in the C. Kenyon & Co., plant, is now an office assistant in the purchasing department here.

One of Our Boys who Made Good

Arthur Grant, who was a general inspector and a widely known member of the Morse executive family several years ago, visited the yard during the early part of July while on a trip north from New Orleans where he is manager of an oil refining company. Mr. Grant renewed accquaintance with many former friends who were glad to have the chance to talk over old times. He is a brother of Pete Grant of Mr. Hallock's staff.

Mr. Morse has always held Mr. Grant in very high esteem. In conversation with the Editor, a few days ago, he stated that Arthur Grant was a credit to the Morse organization and the Company sustained a loss when through a disagreement with the Superintendent, he decided to resign, although Mr. Morse did everything possible to get him to reconsider his decision to leave.

Mr. Morse added that the first time he met Arthur Grant was just previous to the Spanish War when a little boy came into the office, which, at that time, was at Twenty-sixth Street and wanted to sell papers. He was good looking and very bright.

"I told him to bring the paper every night", said Mr. Morse. "This ran along for several months and then one day he asked me to give him the position of Telephone Operator. I was so impressed with his ability that I did so.

"In the meantime the war had broken out, transports came to the Yard and with the Army and other business going over the switchboard, Arthur was having a busy time. One day I was passing the switchboard and noticed he was taking down a message from the Army to be sent to a ship, in shorthand. I asked him where he learned shorthand and he replied that he had been attending night school at the Cooper Institute for sometime. I found later that he was an expert stenographer. I then took him for my Secretary and he held that position until we moved the plant to 56th Street. In the meantime he was studying Marine Engineering at the Cooper Institute. Shortly after starting the new plant he went in the Machine Shop to learn the trade and in the course of time was promoted to Assistant Superintendent.

"Later Arthur married my Secretary, Miss Nellie Killein, who came to us from Charleston.

"After resigning from his position he went with the Sinclair Oil Refining Company, of New Orleans, as Superintending Engineer, and has remained with them ever since.

"Arthur Grant's life is an example to the young men in our employ. Unfortunately, it may be fortunately, his father could not help him financially and he was thrown on his own resources. He has made good and has the respect of all who know him."

A LITTLE BIRD TOLD ME

Frankie Nolan, formerly a heater boy in the Hull Dept., and at one time a pipe coverers helper, is now riding the ponies for John E. Madden and at the Aqueduct meet recently he brought Sandy Hatch home on the bit, scoring his first victory.

Arthur MacDougal, one of the oldest hand riveters in the employ of this company died recently much to the sorrow of his co-workers who had become warmly attached to him.

Friends of Patrick Feeney of the Hull department, one of our oldest employees, will be sorry to learn of the recent death of his wife. Mr. Feeney and his son and daughter have sent a letter to *The Dial* asking that an expression of their sincere thanks for the floral wreath sent by the Employees Association, be published.

Milton Heinz formerly of the Hull Department, has returned to the New York city police force.

William Conklin, for 14 years a foreman boilmaker at the Tietjen & Lang shipyard, has joined the Morse organization and is now outside foreman of the boiler department.

Raymond Matthews has reentered the timekeeping department after working elsewhere for a while.

James MacFarlane, burning shop superintendent, has painted his motor car a brilliant red, so that the traffic cops will have no difficulty in distinguishing it.

Richard Gasai, Jr. is a new comer in the Morse clerical force, being assigned to Chief Timekeeper Day's department, as a shop clerk.

James Davitt, electric welding foreman, spent a few weeks vacationing around Scranton, Pa., his former home.

Frank Olsmer, an old time employe of the machine shop, was married recently and the boys in his department presented him with a mantle clock, Hugh McQuillan, president of the Employees Association, making the presentation.

The fellows in the yard certainly sympathize with J. J. Francis, No. 21,-350 and P. J. Foley, No. 9017, in their recent trouble. Francis has been laid up a long time by sickness and Foley has been out because of an accident.

Friends of Patrick J. Hughes who was employed here for a short time as night watchman, will be sorry to learn of his recent death.

Mike Pascale of the Machine shop is certainly happy every Saturday afternoon with his Chinese soap.

William Voege, for six years shop clerk in the electrical department, has resigned to go into the coffee business.

Nordin Wallace, formerly of the pipe shop, has been transferred to the staff of Chief Timekeeper Day, as a shop clerk. Wallace was assistant to Fire Chief Meyers while in the pipe shop.

William Betts, widely known throughout the yard, has left the electrical department to engage in the electrical business for himself.

M. Kelly of the wood calking department, ill for some time, has been ordered to the country by his doctor. Kelly is one of the oldest employees in the company, and his misfortune has occasioned much sympathy among his fellow workers.

Alf Clement, of the truck garage, is now taking his baths in the bathtub outside of the garage. The tub was moved there from a ship and has been in use as a water vessel for the car washers. "Scotty," finds it every bit as good as the bathtub in his home.

J. B. Padberg has recently joined the drafting room force.

Joseph E. Goldsmith, employed in our office force for five years, resigned recently to accept a position with the Alley Eells & Co., 34 Pine Street, New York city, surveyors and engineers.

A Ship Loves Four Times

First, foolishly attached to a bouy.
Second, ambitiously tied to a pier.
Ridiculously carried away by a swell.
Wisely and well—became tender for a man-of-war.

Just a Woid, Bo

Kid you are blowin' too much kale,
Wazzat you say—You gotta blow it,
Or get the kibosh from your frail?
You're in wrong pal, an' otta to know it.
You ain't no piker? Sure—that's true,
But listen bo—don't be a hick
That little dame is workin' you,
You're fallin' like a ton of brick.

Lissen, if she is on the square,
She won't expect that you can spend
Your money like a millionaire,
But just the same she'll be your friend.
Or if she is the other kind
That cans you when you're roll is gone
She ain't accordin' to my mind,
The kind you want to spend it on.
Naw, I don't mean you should be tight
I simply say, "Cut out the bluff,"
Then if the girl fades outta sight,
You'll know she was a hard boiled fluff.
Don't go and blow in twice your pay,
But taper off a bit, go slow
An' if the lady shies away,
Why you're in luck, kid, let 'er go.
Don't waste no weepin' for the sake,
But find another girl somewhere
For though some frills is on the make,
The most of them is on the square.

—*Boston Telegram.*

To keep a secret, suffer an injury in silence, and use your leisure to good advantage, is a severe test.

His Faithful Service Still Remembered

Jack Duer

On the Second Cover Page There is an Editorial Inspired by the Memory of This Man

A Nickel a Week
What For?

(Editor's Note—Below are extracts from a series of pamphlets issued by the Employees Association during 1921 to get members acquainted with the benefits and purposes of the organization. As there are many new members now among us we are reprinting these extracts in this way because it is felt that they will help the new comers, as well as the old members, to better understand the uses to which that Nickel a Week are put.)

By Jit Nee

A NICKEL a week. What for? That's a civil question. It deserves a civil answer.

That nickel a week is a mite. The widow's mite hasn't a thing on that nickel a week. Still it's yours and you want to know where it goes.

When you throw a nickel down on the Salvation army drum, you walk away, stepping on the high spots.

You feel as though you've done your bit. You know what you did with it. That's something!

Going over or coming from New York, you have stumbled onto a crippled woman, huddled and cold, holding with a furrowed, frost-bitten hand a few packs of chewing gum.

You know where that nickel went, too; so everything is O. K.

Before Old Barleycorn croaked and left us with fond or jaded memories and a parched throat, a nickel wouldn't be the price of admission to a live bunch. But that's alright. That was your business. You knew where it went.

Pardon me, old man! You wanted to now about this other nickel, the one that comes out of your envelope.

Well, that goes to the *Employees' Association of the Morse Dry Dock & Repair Co.* and I'm going to trail that nickel from the time it leaves your envelope.

I want you to know because that nickel is yours and it amounts to about $2.00 per year.

Your nickel is used to buy magazines for the yard hospital. Your one nickel a week for a whole year wouln't pay a year's subscription to one magazine.

But, as I said, the nickel is yours, *and you shall know where it goes.* I've said that it buys things for the Association. It does, many of them. But that isn't all. That nickel puts you on the same ground as your fellow worker.

That nickel does a great, big thing for you. It stands between you and a raw deal. It connects you with an organization that is not interested in you alone.

It reaches out to *you and your home*, not to bestow charity, but to help you.

Besides admiting you to an organization that is interested in your work and your home, that nickel pays your dues in the *Union of Brotherhood,* as symbolized by *the Employees'* Association of this Company.

The *Employees' Association,* gives you membership in the strongest organization you could affiliate with to get concessions, favors and good pay from the *Morse Dry Dock & Repair Co.* How do I make that out? Well, just this way.

The *Employees' Association* of this Company is not a secret organization. It is open, above-board and on-the-square. Mr. Morse knows it exists; so do all the officials and executives of the Company.

They know it and encourage it. Why? Because it represents the men here. The men here represent it. That's the first step toward progress. Friendship and confidence can always get a hearing, where if you got an outsider to represent you, somebody would tell him to "*Shake a leg.*"

You'd sure be a chump if you stood for some guy telling your wife where to buy the meat for dinner. It's alright for you to tell her. *You are the boy to do it.* And the *Employees'* Association acts the same way. *It speaks to the Company. It is not an outsider.*

Now, how do you get to the Company through the Association? That's a good question, Buddy, a good one. I think you're getting interested. I hope so. I want you to know.

You didn't start this thing on account of the nickel. You want to learn more about the *Association.* Perhaps it's bigger than you realized, eh? Well, I'm sure it is, if you understand.

Oh, yes, your question! You wanted to know how you may get a hearing from the Company through the Association. It's this way Buddy.

There are in the *Association* a conference board and a board of directors. These men are of the yard—workmen, bosses, office men and executives; all working here; all working with you and for you; all out for the same thing to make money for the Company and for themselves, to make the yard a good place to work in.

These men are elected from the different departments in the yard. There are two Conference Board members in every department. These men are elected by your vote.

They are not picked by any one. You elect them and they are duty bound to do the right thing by you.

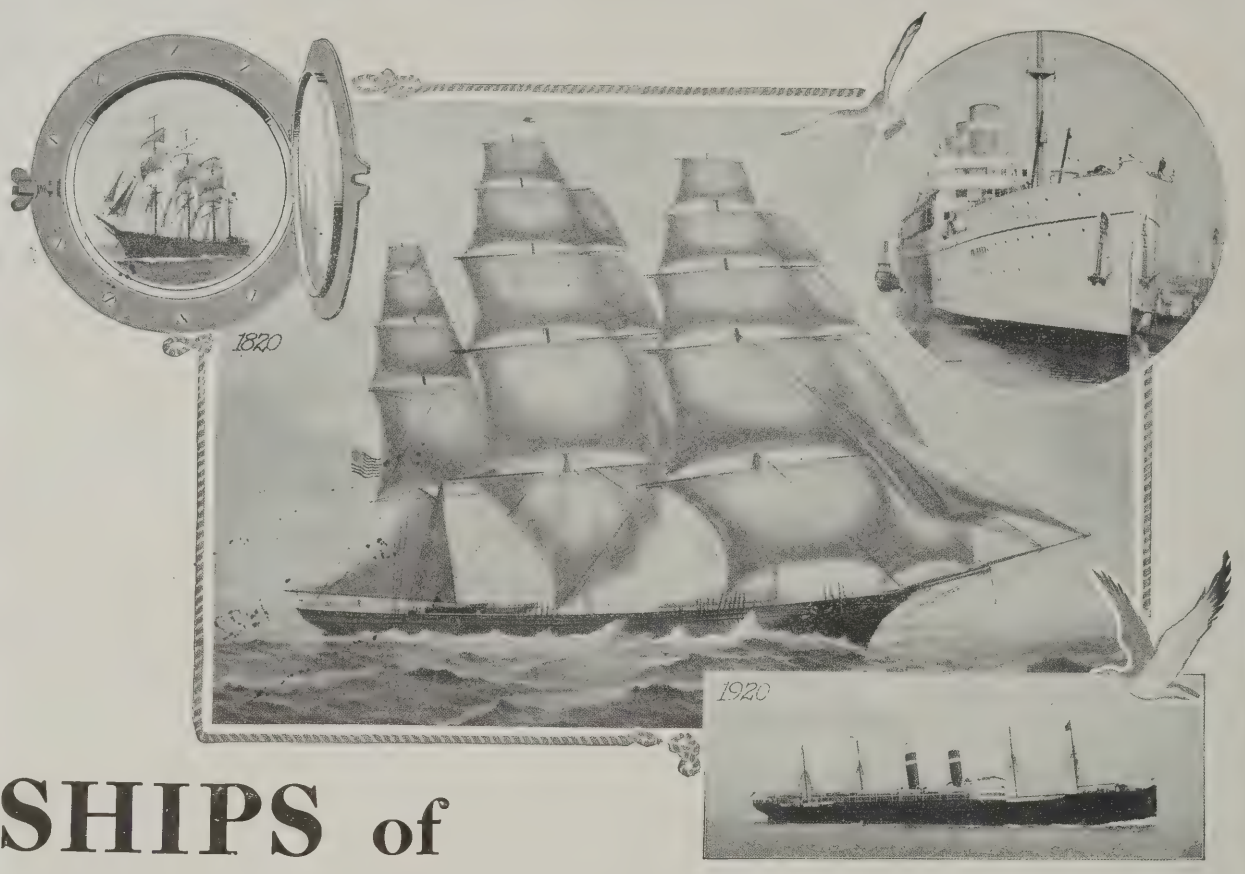
If you have a grievance, you don't have to throw up the sponge. Give it the air. Go to the representatives in your department. Put it up to them.

If it's square, worthy and on the level, you will be set right.

Go to the monthly meetings. Have your say. Say it out loud. They'll think a lot of you. They'll whisper to one another: "There's a guy that's right. He wouldn't knife you in the dark."

That's what the monthly meetings are for. You should attend them.

(Next month we will print more about the Association on this page. Watch for what Jit Nee says about what Joe McGuirk did at one of the monthly meetings and for information about the yard insurance etc.)



SHIPS of Former Days were the Pioneers of the Modern Steamship

Likewise this company has been a pioneer in ship repairing and the early principles of service and efficiency to ship owners hold true today.

Morse Service offers at this time, three new and important features, which are of special interest to ship owners.

1. ***The only Balancing Equipment for turbines available to you in the Port of New York (excepting that at the Navy Yard). Also full equipment for turbine repairs.***

2. ***Complete facilities for the installation of electrical propelling machinery for ships.***

3. ***A Plating Department, modern in every respect, where nickel, silver, brass, copper, bronze and black nickel plating can be handled to advantage. Tinning and oxadizing are also included in this service.***

Write for descriptive literature about America's Greatest Individual Ship Repair Yard

MORSE DRY DOCK & REPAIR CO.

Phone: Sunset 5100 BROOKLYN, N. Y. Cable: Pyrosison, N. Y.

Dofran Printing Co., 271 Canal St., New York City

The MORSE DIAL

S. S. President Taft

September, 1922

Discouragement

NO life is lived without times of hardship, pain and discouragement.

All of us are not equally troubled, perhaps, but no matter how discouraged we are, always there are others more deeply afflicted. People in famine-stricken lands see their children waste away and die for want of bread. People with physical comforts many times know the rack of mental distress.

Yet, those with fewest hardships are not the most favored. Meeting difficulties with courage and overcoming discouragements makes character, the most precious of possessions.

It is not the difficulties, but the power gained by rising above them that builds for greatness and a place of leadership in making the world better to live in.

The lives of the great men of history and of those unknown to history, but no less great in the hearts of those who knew them, were filled with hardships and failures. But they met adversity with the unwavering belief that their lives were of greater moment than their difficulties.

To them, hardships and discouragements were foes to be overcome. They fought, and with each victory, gained power for life and accomplishment.

MORSE DRY DOCK DIAL

Vol. 5 September, 1922 No. 9

Picture taken in 1893 of the *S. S. Wandrahm* on the old Balance Dry Dock in Erie Basin, New York

The Greatest Investment I Ever Made

By Edward P. Morse, Sr.

In which is recorded the story of his early struggles and some comment on the ship repairing industry past, present and future.

THE subject of dry docks has always been an interesting one to me. My first experience was with the marine railway type, a small affair located across the street and directly in front of the shops in which I was learning my trade. To a boy of my age it seemed quite a stupendous thing.

I worked about four years at this place and then secured a position with a ship repairing concern located at that time at the Simpson Dry Docks in East Boston. The Company used the graving docks and although I had never seen a floating dry dock it seemed to me that the graving dock could be improved upon in handling repairs, particularly bottom jobs.

The graving dock was unhandy and made the cost of repairs unnecessarily higher because all of the heavy material had to be lowered to the bottom of the dock by derricks and all the old plates and other heavy parts that were taken from the ship had to be hoisted out. Time was also lost by the workmen having to climb up and down the sides. Before night many of the men were tired out more from their climbing than from the actual work they did.

Then too the floor of the graving dock was wet and cold and it was almost impossible to get a ships bottom dry enough to apply paint because the vessel was not exposed to the wind and air.

The following spring I came to New York. Business was very dull and many of the plants and industries of the city were closed but after a search I secured work in a shop near the Atlantic docks. After the first day I decided that I would only remain until I had found something better because the proprietor was a heavy drinker and very foul-mouthed. As I stop to think of it now I can

understand to some extent why a man, in the heat of an unpleasant moment, has to give vent to his feelings by the use of cuss words but I did not then and do not now understand why some men have to be profane even in their ordinary conversation. Least of all can I understand why men who have charge over others find it necessary always to preface their instructions with an unpleasant or profane word, and as a youth I did not like the boss who found it necessary to swear every time he talked to me, so I concluded that that job was no place for me.

I took a day off and walked up South Street looking for a better job. When I reached the dry docks at Pike and Rutger streets I found that there were quite a number of small shops in that vicinity and two large plants directly in front of the docks. Standing in the door of one of these was a large, kindly looking man who told me after I had asked for a position that business was so dull they were not taking on any help at present but if I wanted to come back in about a week, he might be able to find something for me.

His frankness and pleasant manner won me to him. I was anxious to work for a man of that kind and so I called again the following week. John Lewis was the man and when I approached him this time he told me that the only position he could give me was that of a helper but that if I wanted to take that temporarily he would give me something better as soon as he could. I was glad to take anything that he had to offer me, feeling very sure that I could depend upon him to keep his promise, and it was not long after I had entered his employ when I was advanced.

John Lewis was one of the finest men I have ever met, absolutely fair and square and his word was his bond and his men swore by him. I entered his employ in 1880. He died at the age of 86 just a few months ago and during all these years we continued to be close personal friends.

It was while working at this place that I first met John Roach who I consider the father of the iron shipbuilding industry in this country. His repair yard was located at the foot of Ninth Street and was operated under the name of The Morgan Iron Works. When any of the ships which he repaired, particularly the Mallory and Ward line ships, came on his docks which were in front of our Shop, for damage repairs, he often called on us to help out on hurried jobs. He was a kindly, good man and noted for his honesty and squareness. Unfortunately an ungrateful government tied up money that was due him which drove him into bankruptcy. This preyed on his mind until he lost his health and it seemed to me that he died of a broken heart. Considering all that he had done to establish the marine prestige of this country the Government should have helped him instead of driving him to his grave.

In the year that I went to Mr. Lewis' the firm started a branch shop at the foot of Twenty-sixth street, Brooklyn, and although I was the youngest man in their employ and had been with them a comparatively short time, they selected me to run the place. Just previous to this, Mills & Ambrose, the contractors who built the Ninth Avenue L, had constructed a pier at Twenty-sixth street and bought an old sectional dock at Philadelphia which they towed to Brooklyn for use at that pier.

A few years later, in 1884 to be exact, Jones & Lewis, the the name of the company I was employed by, became involved in financial difficulties. I had worked steadily in those years and had saved some of my money and just about the time that Jones & Lewis were going into the hands of a receiver they asked me to buy the Twenty-sixth street property. I had $350 to make my first payment and they took my notes for the balance which I paid in a short time.

Thus I realized one of the ambitions of my youth and for which I had saved my money. Any young man who aims to get ahead in this world must first of all accquire the habit of thrift. I discovered that fact early in life. There is too much reckless spending today on the part of young people who ought to be saving for their future. The habit of saving is never so fascinating as when there is a real object back of it and every young man should have an objective.

Conditions now are not much different than they were then in one respect at least. It is just as easy to form the habit of thrift today as it was then; it was just as hard to save then as it is now. Saving is entirely a question of having an objective and sticking to it with all the will power one possesses.

The plant which I bought had no dry dock and when ever I had a docking job I made use of the dry dock that Mills & Ambrose had towed from Philadelphia. This of course was whenever I was lucky enough to get a job. The dock was old however and very much out of date and the cost of upkeep was very heavy. Mills & Ambrose had sold the property to a new company called the Brooklyn Warehouse and Dry Dock Co. That company did not do ship repairing themselves but rented the dock and the wharves, that being their only source of income. They had built a shop on the property and Jones & Lewis had leased that shop for the branch that they established there and that was the property which I took over.

Just about this time I remember being called to Erie Basin to look over a ship needing repairs. The pier at which she was tied up adjoined the property of the Boston Dry Docks. afterward called Handren & Robins and later, the Robins Dry Docks. The dry docks appeared to have been abandoned; the gates were open and the tide ebbed and flowed in and out. I asked one of the men working on the pier about the place and he told me that the docks had been built by the Boston Company but that there had not been enough business for them and that the company had lost heavily in operating them, and had apparently abandoned them.

At that time Handren & Robins were running a shop in New York called the Albany Street Iron works and shortly after my visit to the Boston docks their company leased that property, including the graving docks, at a rental of $60,000 a year. I remember very distinctly that the old timers who hung around the Maritime Exchange and who even then as now knew everybody's business except their own, prophesied that no concern could pay such an enormous rental and survive.

That amount today would seem ridiculously small but in those days it was a very heavy rental. Ships were small and mostly sailing vessels and with a dry dock rate of ten and eight cents and business dull, not only the graving docks but all other docks were losing money. The Twenty-sixth street dock where I was located was the first to go under and John Handren was appointed receiver and thereafter I paid my rent to him.

Shortly after his appointment I called at his office at the graving docks to see him. I have never forgotten that interview. His personality was very pleasant. He told me he was having his own troubles; that his company in the year just ended had made some money with the shops but had to take their earnings and apply them to the heavy losses incurred in operating the dry docks. Shortly after this Handren withdrew from the company and John Robins reorganized the business with the help of William P. Clyde and as business increased they gradually dev-

The *S. S. Wandrahm* Undergoing Repairs

Salvaged from the St. Lawrence River

Mr. Morse's First Big Job His Greatest Investment

eloped the plant to a money making basis and soon afterward bought the sectional dry docks located at the foot of Rutger and Pike streets, New York and moved them to Erie Basin. Later the Balance Dry Dock Co., got into trouble financially and the Robins Co. also bought the dock which that company had and which had also been moved from Pike slip to Erie basin. Capt. W. B. Hilton who was superintendent of the Balance Company docks often told me that the rate of ten and eight did not pay. That accounted for the succession of dry dock failures at that time.

It was during this period of rapid readjustment in the dry docking business that I established my business as the Morse Iron Works, having gradually developed quite a fair sized plant. Business was picking up and conditions seemed more promising and we decided to go into it a little heavier. This was in that eventful year—eventful for us—when the Hamburg-American ship *Wandrahm* went ashore in the St. Lawrence river a few miles below Quebec and was taken off in very bad condition and beached just below Point Lewis and allowed to sink.

The Hamburg company's specifications of course could not cover the damage to the vessel but simply specified taking the ship off the beach, placing her on dry dock and making the necessary repairs. We looked her over at low water and decided to submit a figure. Our price was low, too low it developed afterward, but of course we could not foresee the obstacles which were placed in our way, not only by those in charge of the ship but by the Quebec repair people as well who wanted to hold the ship in that port for a winter job when the river would be closed by ice.

It was necessary to start work on the ship about June 1. In the meantime we made all preparations for sending tools and gear to the ship. We figured that we could save money by sending pumps to Quebec by steamer and hire a foreman wrecker and diver from a New York wrecking company, using our men to help them patch up the ship so that it could be floated up the river to Wolfe's Cove, just above Quebec, where we hoped to place her on the griddle (heavy timbers laid on the beach) and make temporary repairs to enable us to tow her to New York for permanent repairs.

I was very optimistic when we left New York and believed that we could get this ship started back for our plant in about three weeks. My working party consisted of the hired wrecking foreman and diver and eight or ten of my best men. We arrived in Quebec in the forenoon and decided to go to the ship immediately and make our plans to begin work in the morning.

It was then high water and of course as the tide flowed in and out of the ship the water was over the main deck. It looked rather disheartening. After looking her over I asked the foreman wrecker when he proposed to start to close her up and stop the leaks. He said: "My instructions from my company are to do whatever Mr. Morse says but not to suggest or plan anything." I told him I was not a wrecker and had hired him to take charge of the work and he replied that he could only do what I told him and I myself would have to be head wrecker.

It seemed very clear to me that the wrecking company had placed me in an awkward position in order to force me to ask them to take charge of the wrecking and I knew if they did the work, not only would we lose too much time but the cost would be so heavy that we would run behind heavily on account of our price being low.

I turned to the foreman wrecker and told him to take his diver and outfit back to New York; that if I had to take charge of the wrecking I might just as well tell my own men what to do as to tell him. I felt sure that I would get much better results from my own help whom I could depend upon than from him. He refused to go home and I wired to his company telling them that their man had refused to do the work I had arranged for with them to have him do. The answer came back to send him home. He went but in the meantime the Collector of Customs at Quebec had seized the diving outfit I had brought with us. An appeal to the American consul was futile; apparently he could do nothing to help me and although I assured the Quebec authorities that the diving gear was going out of the country again, I was obliged to pay them about $150 which was never returned.

The next day I took my own men and laid out a plan to get the ship afloat. The rise and fall of the tide at Quebec is about twenty feet and it was necesary to start work as soon as the tide had fallen low enough to get at the damaged portion of the vessel. The most serious damage was in the engine and fire room. The fire room tank top was twisted and broken its full width and the engine foundation was up about six inches in No. I hold. The tide flowed in and out of the ship as it rose and fell, and the roar of the water as the tide came in was very disheartening.

After a closer study of the problem before us I decide that it would be almost impossible to make the ship per-

The *Cairne Hill*, Damaged by fire and given up as lost by her owners, in August 1895, undergoing repairs by The Morse Iron Works Co. and completely restored in 25 working days.

fectly tight with temporary repairs. To keep her fairly free from water while taking her up to Wolfe's Cove it would be necessary to install at least four wrecking pumps. Engaging a local ship broker to act as my agent we tried all over the port to hire pumps. I found however that there was considerable feeling throughout the city against an outside contractor coming there and that the business concerns generally had agreed not to rent or sell us anything that would assist in taking the ship away from Quebec.

Not only the people but the newspapers were very bitter and day after day the reports came out in the papers that the Yankees were having a hard time and could not float the ship.

I went to see Mr. Davies who operated the Government subsidized dry dock and ship repair plant at Quebec and who practically had a monopoly on all repair work coming in to the port. He told me very frankly that he would not sell or hire pumps to me although he had them and he warned me that I was boycotted in Quebec. By this time my dander was up; and I made up my mind that I would float that ship. I became accquainted with an old Scotch sea captain named Bain and hired him to assist me in finding pumps. We visited the junk shops and in one of them we found four old fashioned Worthington pumps which by overhauling we could use.

The junk men evidently did not know about the boycott and we bought the pumps. That was on a Saturday night and Sunday morning I had my men at the place moving the pumps. It took all day to get them down to the wharf. Bain had hired an old lighter and after considerable trouble we got the pumps abroad and started down the river. In the mean time a large crowd had gathered on the side hill and were threatening to make trouble. A priest told me I was desecrating the Sabbath and that we must stop our work. My men were by this time rushing the pumps to the ship and I replied that I regretted that we were compelled to work on Sunday but that it was absolutely necessary to do so mainly on account of the unfair attitude of the Quebec people. We worked all night getting the pumps on board of the boat and placing them in position and by the following night we had them overhauled and throwing water.

On Monday the newspapers attacked us again, more violently than ever. In addition to all of this abuse and our other troubles, the captain and officers of the boat, were very antagonistic to us. Plans had been made by them to have the rebuilding of the ship carried on by the Davies Dry Dock Co., and they did not want the ship taken away. We had commenced patching up the tank top and had gradually cut down the leakage, and in ten days I decided that it would be safe to float her off.

I felt sure that the pumps would take care of the comparatively small amount of water that was the coming in. I notified the captain that on Wednesday morning at high water I wanted steam up and with the help of two tug boats and the winches I believed she would come off. I had my men run heavy lines from the winches to trees on the bank of the river astern of the ship and I planned to start the winches at top high water and at the same time the two tugs would start pulling.

I had sighted a high water mark on a rock on the shore and a few minutes before high water I saw that every man was in his place. The captain was on the bridge and the chief engineer was ready to take his orders from the captain to start the winches. Much to my surprise when the tide struck the high water point the captain had disappeared from the bride and the engineer refused to start the winches without the captain's orders. The tide had commenced to turn and all I could do was to order the tugs to pull. Instead of pulling dead astern, by a plan evidentally pre-arranged they pulled across the ship and as she had considerable water in her she fell over on her side and we lost the tide.

That afternoon I had a showdown with the captain and the engineer. I then went to Quebec, got my agent and called on the tugboat people and they promised to have some one on the boats to see that they carried out my orders. I warned them that I would have a man stationed with an ax ready to cut their lines if they pulled across the ship again. I was suspicious of the German captain and that night I subsidized the chief engineer and he promised that even if the Captain did not give him orders to start the winches he would do what I told him.

Naturally there was great rejoicing in Quebec over our first failure to float the boat. It was predicted that I never would get the ship off. So many obstacles had been thrown in my way I was getting a little worried over my contract time and in addition the cost of the job was mounting up. The spring tides were at their highest and after the following day would commence to recede. If I failed to start the boat I would have to wait two more weeks for full tides. The next day I stationed my men and at exactly high water I sung out to go ahead. The captain had disappeared but the engineer started his winches, the tugboats pulled dead astern as my man stood with axe ready; the ship moved slightly, then stuck; then gradually moved astern and slid off into deep water and we started up the river.

The citadel was crowded with people and as we passed the fort, I was feeling quite happy over getting her off but a little nervous as the ship had taken a bad list to port. There was considerable water swashing around in the holds and the pumps were hardly holding her. However we got the vessel beached on the mud in Wolfe's Cove and then my troubles began in earnest.

In order to have the ship tow easily I decided to take off the propeller and place it on board. This was a very difficult job on the beach as the ship's derricks were too light to handle the weight and we turned our attention to our patching up. At low water the tide left the ship high and dry so that we could walk around her and it was necessary to work tide work. As the tide was leaving the ship we sent our boys and helpers into tanks to pass bolts and hold on while bolting on our patches. This wasn't so bad in the day time but as the tides got later and later it was necessary to start in the night and the poor boys some times cried, the water was so cold.

To make matters worse the ship had been carrying part of a cargo of white lead when she was wrecked. The kegs had broken open and the water had become mixed with it. Some of the boys were poisoned in the legs by the stuff and were laid up. Feeling continued against us in Quebec, in fact the bitterness had increased and one night about five o'clock a mob of about 150 men came to the beach and protested against our taking the ship away.

We told them to select four of their members as a committee and we would talk to them. These four came abroad and we explained that we had a signed contract with the Hamburg American line to make the repairs and that the contract had to be carried out. There were some threats and loud talk but no violence and the incident passed over.

In these strenuous days I had been working with the men and not getting very much sleep, and was beginning to feel the strain. The patching took about two weeks, in which time a heavy body of cement was laid over the patches. We then purchased half a cargo of spruce plank and shored it down to not only help hold the tank tops but to stiffen the ship as well. She was badly buckled amidship. We anchored her in the river just opposite the fort and the lumber was lightered to the ship. Our contract provided that we should insure against total loss while towing to New York and when we applied for insurance we were told we must have a certificate of seaworthiness.

Lloyd's agent at Quebec refused to give this and we appealed to Mr. Thom, the Hamburg-American agent at Montreal. He sent down Lloyd's agent from that city who passed the ship immediately. We thought our troubles over but just as we were ready to start for New York the German crew refused to go in the ship. We appealed again to the Montreal agent and the trouble was finally adjusted and the ship sailed.

I had arranged with Capt. W. B. Hilton, Superintendent of the Balance Dry Dock Co., to dock the boat for us and after the cargo of lumber was discharged and boilers and engines removed she was taken to the dry dock where for the first time the full extent of her damage was revealed. Then we realized fully what was ahead of us. The ship was badly buckled and strained amidship and it was necessary to cut her in two and build a new midship section. She was on dock three months and during all of that time I never left the ship except to go home to sleep.

Principally on account of our troubles at Quebec we lost money on this job but I have always considered it a good investment as it gave me experience which helped me on many jobs thereafter. Naturally some of my competitors commented on this job and it was common talk at the Maritime Exchange that we were losing money heavily. This reached the ears of Capt. Hilton. The day I collected my bill at the Hamburg American Line office Capt. Hilton was waiting for me outside and walked with me to my office. When I paid him for the use of his dock he appeared quite relieved.

The Ship Owner or Operator who Appreciates the Advantages of a Complete, Modern Repair Service Should Visit Our New Branch Shop at 23rd. Street and 13th. Ave., New York City.

Facts and Figures About Our Port

AN interesting primer on the port problem and the work of the Port Authority was issued recently by the Educational Council and we have culled from it many vital and important facts and figures which should be of interest to our readers.

Question: What is the Port of New York?

Answer: A district created by treaty between the States of New York and New Jersey, and comprising the territory within a line drawn from Port Chester, across through White Plains,, over to Yonkers, across the Hudson River to Piermont down on the New Jersey side passing behind Passaic and Paterson and taking in all industrial territory of Hoboken, Jersey City, Newark, all the way to South Amboy, across again to the New York side, taking in the complete area of the City of New York.

Question: What is the population ot the Port District?

Answer: Approximately 8,000,000.

Question: How many municipalities are there within the Port District?

Answer: 105.

Question: What is the area of the Port District?

Answer: Nearly 1500 square miles.

Question: How much waterfront has it?

Answer: 771 miles in length of which 578 miles are in New York and 193 in New Jersey. Measured around piers, the total length is 911 miles.

Question: What are some facts showing the importance of the Port of New York?

Answer: It is estimated that 75,000,000 tons of freight annually move into or out of the Port by rail and 40,000,000 tons by steamship. An ocean-going steamer comes in and goes out every twenty minutes of daylight every day. The value in 1920 of the foreign commerce of the Port of New York was more than $18,000,000. per day. There are approximately 200 companies operating ships into and out of the Port of New York. Approximately 5,000 vessels annually enter and also clear the Port in foreign commerce, and possibly nearly as many more in coastwise service. The tonnage of vessels in foreign trade entering the Port in 1920 was 17,404,188, which was over 27 per cent of the total tonnage entering the United States.

Question: When was the treaty between New York and New Jersey signed?

Answer: April 30, 1921 at the Chamber of Commerce of the State of New York.

Question: How was the treaty actually effected?

Answer: The Legislatures of the two States passed statutes.

Question: Was the treaty ratified by the Federal Government?

Answer: Yes, by resolution of Congress, passed August 12, 1921. President Harding signed the ratification August 23, 1921.

Question: How is the Port District to be administered?

Answer: By a Port Authority.

Question: What is a "Port Authority"?

Answer: The Port Treaty says: "The Port Authority shall constitute a body, both corporate and politic, with full power and authority to purchase, construct, lease and/or operate any terminal or transportation facility within said district; and to make charges for the use thereof; and for any of such purposes to own, hold, lease and/or operate real or personal property, to borrow money and secure the same by bonds or by mortgages upon any property held or to be held by it.

Question: Are there other Port Authorities elsewhere?

Answer: Yes. New Orleans, Montreal, London, Liverpool, etc.

Question: Who composes the Port of New York Authority?

Answer: Six Commissioners — three from each State who serve without compensation for five years.

Question: What is the personnel of the engineering staff?

Answer: B. F. Cresson, Jr. is chief engineer and Gen. George W. Goethals, consulting engineer.

Question: What are the duties of the Port Authority?

Answer: To confer with all municipal, civic and business agencies within the Port District, and to prepare a comprehensive plan for the Port development of Port facilities. The comprehensive plan was adopted on Feb. 20th, 1922 in New Jersey; and Feb. 21st, 1922 in New York. It was signed by the Governors immediately.

Question: What does the comprehensive plan propose?

Answer: It proposes by means of a middle belt line railroad to connect the twelve transcontinental railroads of the Port with one another by a direct route that will permit of bringing freight cars to all parts of the Port. It is proposed to connect the east and west sides of the Port District by means of a tunnel from Greenville, N. J. to Bay Ridge in Brooklyn, and to connect with Staten Island by means of a bridge over the Arthur Kill. This belt line will be fed by marginal railroads connecting all of the outlying industrial sections of the Port with the middle belt line. An outlying belt line for the future development of the outlying territory in New Jersey is also provided. For Manhattan, an eventual underground electric system of freight delivery with terminal stations as convenient inland locations is planned.

Question: Is the plan flexible?

Answer: Yes, the bill states: "The determination of the exact location, system and character of each of the said tunnels, bridges, belt lines, approaches, classification yards, warehouses, terminals or other improvements shall be made by the port authority after public hearings and further study.

Question: How will muncipal improvements be affected by the plan?

Answer: The plan has taken into consideration improvements contemplated by the various municipalities throughout the Port District.

Question: Do the Federal plans for channel and river and harbor improvements enter into the program?

Answer: Yes.

Question: Are municipal, river, channel and highway improvements included in the comprehensive plan?

Answer: The comprehensive plan shows channel, river and harbor improvements, but these cannot be authorized by the Legislature. These are Congressional matters. The Port Authority can encourage but cannot execute any of those plans.

Question: Can the Port Authority take city property?

Answer: No. The treaty forbids it.

Question: Can the Port Authority pledge city or state credit?

Answer: No.

Question: Can the Port Authority impose taxes?

Answer: No.

Question: Then how will the improvements which it contemplates be financed?

Answer: Through the sale of its own securities, based on the economic justification of the improvements.

Question: Will the transactions of the Port Authority be public?

Answer: Yes, the transactions of all public bodies are matters of public record.

Question: Who controls the acts of the Port Authority?

Answer: The two legislatures. They pass statutes creating further control.

Question: What will be the effect of the Port Authority's developments on steamship operation?

Answer: The Plan is intended to free the waterfronts for steamship operation by lessening the necessity for railroad use of waterfront property.

Question: What will be the benefits of port development to merchants and manufacturers?

Answer: It will make every part of the Port District accessible for freight deliveries and will make the bringing in and taking out of the 75,000,000 tons of rail freight annually moving into and out of the Port District, cheaper and quicker.

Question: What will be the benefit to the housewives of the community?

Answer: The lessening of the amount of handling of foodstuffs will lower the cost of living. At the present time it costs more to bring a hundred pounds of potatoes from the terminal yards in New Jersey to a retail store in the Bronx than it does to bring it from Michigan to New Jersey.

Question: What will the benefit of the Port Authority plan to the community be?

Answer: Besides lowering the cost of living and the expense of doing business, the business of the Port will increase on account of the improvement in its facilities. This will stimulate the growth of the outlying industrial districts. Congestion of population will be relieved, housing conditions bettered.

Question: Why is unified port development a national asset?

Answer: By reducing terminal charges at the Port of New York, shippers from the interior will receive the necessary relief from the burden of terminal costs, caused by uncoordinated, disconnected and wasteful terminal freight movements.

Japanese Boat Circles the Globe

THE *S. S. Reiyo-Maru* of the Toyo-Kisen-Kaisha line, came into New York harbor one day recently after a six months trip in which she practically circumnavigated the globe. and many interesting stories were told about the trip by her pleasant captain, S. Horiuchi and her Chief Engineer I. Ozawa who visited the Morse plant while their vessel was undergoing repairs at Pier 21 Staten Ssland. In all the time that the vessel was at sea she encountered hardly a single storm of any consequence. In fact she experienced unusually good weather.

Leaving Moji on January 28 in ballast, she went direct to Auckland, New Zealand, arriving there on February 19 and taking aboard 190 long tons of tallow and 2700 bails of wool. February 25 found her in Napier where 140 long tons of tallow and 2500 bails of wool were loaded. The next stop was in Wellington where was loaded 700 long tons of tallow and 5700 bails of wool, from whence the boat proceeded to Littleton and took aboard 4100 bails of wool.

With this cargo she set sail for Europe by way of the Panama Canal, arriving in Balboa on April 9 when she coaled. Her next stop was Newport News where the vessel coaled again and sailed direct for London to discharge part of her cargo. She also discharged at Hull and then went to Hamburg, Germany, from which port she proceeded to New York.

Captain Horiuchi and Chief Engineer Ozawa have spent practically their entire seafaring life on the Pacific and South Seas and this was their first visit to New York. Having heard much about the Morse Company they were quite anxious to visit and inspect our plant and came here accompanied by our Japanese representative Kent Okasaki who conducted them on a tour of the yard and shops.

According to Captain Horiuchi the tallow and wool trade from New Zealand has always been carried in English bottoms and it is very unusual for a Japanese ship to make New Zealand ports. For that reason in each port the New Zealanders gave the *Reiyo-Maru* a hearty reception. Especially in Napier were the natives very cordial and under the leadership of Hon. Vigor Brown, a member of parliament, a large official delegation visited the boat to extend a welcome. The officers of the ship were in turn taken to Mr. Brown's farm and meat packing plant and were also entertained at a large hotel he controls.

The customs officials in the Panama Canal told Capt. Horiuchi that his was the first Japanese boat ever to go through the Panama with a cargo of tallow and wool from New Zealand.

Captain Horiuchi was much interested in his visit to Germany. He said that the German people seem disposed to enjoy life and that gayety and pleasure abounds there more than one would expect, in fact more so than in other

ports he made. He found it quite difficult to make fast time in the discharge of his cargo because the German workers are apparently inclined to hold back in their work and their hours of labor are from 7.30 a. m. to 3 p. m., which is a shorter day than obtains anywhere else. On the other hand they are poorly paid. London was hardly much better because the English workers seem disgruntled but in Hull, England a different spirit prevailed and better time was made.

The *Reiyo Maru* is not a stranger to Morse workers having undergone repairs here last year when she sailed under the command of Captain S. Kunumoto, who is now in charge of a passenger boat running between South America and Japan.

S. S. President Taft Departs For West Coast

ONE of the largest reconditioning jobs undertaken in the port of New York was completed by the Morse Company when the *S. S. President Taft* sailed away recently, bound for the Pacific coast. San Francisco will be her home port.

Her hull, sparkling with a new coat of black paint, topped off with a golden stripe and her name and the name of her home port in huge raised gold letters; her superstructure in a neat buff color, the *President Taft* makes an attractive, trim appearance and will be a worthy addition to the fleet of passenger and merchant vessels plying the Pacific ocean.

Originally she was called the *Buckeye State*, being one of the so-called "State" boats renamed by the Shipping Board after presidents of the United States. At first the name of *President Roosevelt* was given to the *Buckeye State* but hardly before the paint in her new name had dried, she was renamed again after *President Taft*, and will continue to be known as such from now on.

The *President Taft* was built at Sparrows Point and was one of the vessels contracted for during the war and delivered after the armistice. Her reconditioning embraced an extensive change in her main lobby design which resulted in a marked improvement in her appearance. Changes were also made in her fuel oil piping and in her carrying space. Number 5 hold was rebuilt into four oil tanks and Number 9 and 10 holds and her afterpeak hold were refitted with inner bottom tanks for fresh water.

New accomodations for the purser were provided, additional ventilation features were installed in the first class dining saloon, and steerage accommodations were changed to take care of Oriental passengers, rice cookers and tea boilers being added to the third class galley. Changes were made in the crew quarters, and the entire interior of the boat was redecorated.

Over 160 tons of steel were put through our plate shop in record time in connection with the *President Taft* job, the plate shop workers establishing an excellent production record in preparing the various pieces of the vessel.

Following the complete overhaul of her machinery a dock trial was made, after which she was given a trial trip, performing so well that immediately following the tests she set sail for the Pacific coast.

"Think before you act" is fairly good advice; but act anyway.

The old fashioned girl used to stay home when she had nothing to wear.

Wasted Time Never Retrieved

WE are trying to produce a magazine that will win the approbation of our friends in the shipping trade and whenever a letter such as the following comes to us we feel gratified to think that to some extent at least we are succeeding. Comm. Edoardo Isnardi, Vice Director, Navigation General Italiana, writes this very gracious comment from Genova and concludes his note with a quotation that every one can take to heart: "Dear Sirs: It is with highest sense of appreciation that I acknowledge with many cordial thanks the reception of your interesting journal, *The Morse Dial*. I read it with an ever increasing sense of esteem, noting with pleasure its steady and sure development and augmented range of subjects it embraces. I think that your motto should be "striving to better"; your continued efforts to render your *Dial* a perfect success cannot but merit from its readers but expressions of warm and appreciative gratitude. I believe that your whole staff and all your very good workmen could now heartily agree with you in this: 'Waste of health is sometime retrieved; waste of money seldom; waste of time never.'"

The *S. S. President Taft* as she appeared during the Dock Trial

Our New Plant Progresses

ANNOUNCEMENT of the establishment of our new plant at Twenty-third Street and Thirteen Avenue, Manhattan, to supplement the facilities available at our main plant, has met with pronounced interest on the part of ship operators and owners. In the past month considerable progress has been made in getting the equipment installed and by the time this issue of *The Dial* appears the new shop will be in operation.

Equipped with the very latest machinery and devices for handling emergency voyage repairs and with a hand-picked force of workmen, many of whom have gained their training and experience in our main yard, the new shop is prepared to give a service that will quickly win the favor of the trade, and a busy establishment even in these dull days, is predicted.

The shop is located in the very heart of the shipping section of the North River district and day and night service will be maintained. The building is a modern, reinforced, concrete structure with large dustless floor area and flooded with light from the large window expanse.

The machinery and different departments have been laid out with extreme care by men who are familiar with the requirements of a ship repair plant and much attention has been given to the question of transportation and such other facilies as will enable the plant to give the quickest possible attention to the work in hand. Special telephone communication arrangements have been made in order that ships officers may get immediate action at all times.

J. E. Dorward, a seasoned marine engineer, an experienced repair mechanic and an energetic shop executive, is in charge of the plant and will be assisted by Moses Dumars as general shop foreman. Mr. Dumars has an enviable record as a producer and is gathering about him a carefully selected force of mechanics who will do all classes of marine wood and metal work without restriction along "trade" lines.

The same thorough system of checking and inspection which characterizes the work handled at the main plant will be maintained at the new establishment and ship officers are assured of satisfaction in every detail.

Is the Turbine a Failure Economically

"THIS is a very moot question, and if the latest returns of the output of eleven of the largest engineering firms for 1921 can be taken as a criterion, the days of the turbine are numbered.

	No. of sets	Total h. p.
Reciprocating engines..	129	246,423
Geared turbines	16	87,510
Diesel engines	1	1,400

"These may be considered the first normal returns since the war, and from them it does not appear that reciprocating engines in ships are being wholly superseded by other types of machinery as is generally asserted.

"Another and very striking instance is afforded in the new White Star liner *Homeric*, of 35,000 tons. This vessel is the largest twin screw steamer in the world, and is propelled by triple expansion reciprocating engines which give an average speed of eighteen knots.

"The March, 1922, number of the *Marine Engineer* gives a view of triple expansion engines constructed for an oil tanker for the Anglo-Saxon Petroleum Oil Co.. This significant fact incidentally voices the opinion of a leading oil company as to the respective merits of the oil engine and the reciprocating engine.

"The foregoing instances might be multiplied, but sufficient has been said to show that the alleged superiority of the turbine over the reciprocating engines has yet to be proved."

The above statements are quoted from a new book on marine engines by Mr. A. Ritchie Leask, who is well-known among marine engineers for his work "Triple Expansion Engines and Boilers," "Breakdowns at Sea," etc.

This new book is written by an engineer for engineers in plain language, and is historical in that it deals with the earliest types of marine engines as well as the latest developments in ship machinery and auxiliaries.

The questions of gearing are discussed in all their different aspects, and some of the causes of stress and failure explained in a practical manner, although there are others which the author does not touch on.

A novelty is introduced by the author in inviting free criticisms of the book, stating just where and how it might be improved to suit the taste of individual readers, and he offers eighteen prizes of varying amounts for the best criticism.

If you want to be a big man, do little things well.

Everybody expects everybody else to set a good example.

Man is the only animal that you can skin more than once.

S. S. King Alexander, a Recent Visitor to our Plant

Our Viewpoint from the Masthead

THE MORSE DRY DOCK DIAL
A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company and the interests of the Company.
BERT EDWARD BARNES, Editor.
Vol. 5 No. 9

Anent Mr. Morse's Articles

IN this issue of *The Dial* we are beginning the publication of a short series of articles written by Mr. Edward P. Morse, Sr., whose personality, courage, foresight and energy this big industrial organization personifies. For a long time Mr. Morse hesitated to put down on paper the story of the development of this business, preferring to let its success and its progress go on unheralded by any retrospective survey or reflection from him, but at the earnest solicitation of those who are proud to be associated with Mr. Morse he finally consented.

Frequently during the luncheon hour when the heads of the administrative departments and Mr. Morse generally gather about the table in the private office dining room, Mr. Morse, his memory stirred by some happening of the day, will recall experiences of the past. In light of the present conditions these stories invariably carry with them a ring of real romance, even though they date back to but a few years. The ship repair industry as it is today can be measured only by the development of modern maritime transportation. It is not really an old industry, hardly older than some of the leviathans that now sail the seas, but what its development lacks in age it makes up in the intensity of its evolution. Turbines for instance were comparatively new ten years ago; electricity which today plays such an important part in the operation of a ship, isn't much older so far as the application to marine transportation is concerned.

Any adequate history of the Morse Company would in reality be a history of the industry itself because Mr. Morse began his career when the ship repairing business was represented by a few old, wheezy, antiquated dry docks, here and there a marine railway operated by a loud, snorting steam engine, and a few forge fires at the end of some pier. In those days wood calkers were the king pins. The best of them used to go to work wearing high silk hats and carrying canes, not unlike the silk shirted, motorists who today take their places at the machine or workbench. Clipper ship captains coming home from the Far East would walk down the gang plank dressed in the heighth of fashion.

One story told by Mr. Morse at the dinner table, bears repeating for two reasons, first because it furnishes an interesting contrast of the conditions as they are today with what they were earlier, and second because the story gives a good insight into the character of the man it is about, showing to what an extent he had developed the habit of conscientious, unselfish application to duty.

On this day in question some one spoke of the long and hard hours one of the mechanics employed by the company had put in on a recent job. Mr. Morse agreed that the man had really displayed remarkable endurance and devotion to duty, but he disputed the thought that conditions today are in any respect harder than they use to be. To the contrary he cited an instance which proved that the workman today has less hard work and shorter hours than was the case 38 years ago. New machinery and methods have helped to ease the days task and working hours generally are much shorter.

Thirty eight years ago compressed air was unknown, all drilling and chipping was done by hand and the lights on ships during night work were fur-

nished by oil lamps and tallow candles.

At about that time a ship called the *Elsie* came into port badly damaged. She was in ballast and during the passage across the Atlantic encountered such heavy weather her spare propeller, which was lashed between decks, broke from its fastening. There was no cargo in the boat and as the ship rolled the propeller slid across the deck like a battering ram causing the frames and plates on each side of the vessel to give way. The captain ordered men below with ropes to try and lasso the propeller and make it fast to one of the stanchions that had not been carried away but owing to the rolling of the ship it was impossible to do anything with the propeller. One sailor, later telling about it, said the thing seemed to be alive and that ever time a man went near it it would crash across the deck and carry everything in its way. One man was knocked down and suffered a broken leg and orders were finally given to give up the attempt to fasten it.

In the meantime the plates and frames were being pounded loose and on the starboard side a heavy volume of water was pouring in. When the crew had about given up hope fate came to their rescue. Two blades of the propeller went through the hole in the side and were held fast by the torn plates, long enough for the crew to lash it to the broken frames. The hole was then filled with boards and canvas, mattresses etc., to stop the leak, and the ship made port.

When it arrived in the harbor newspaper men flocked aboard with photographers. Tenders were called for the repairs and Mr. Morse secured the contract. Unfortunately a foreman made a mistake in giving the thickness of the plates to the mill with the result that when they were delivered they could not be used and four or five days had been lost. The demurrage penalty was heavy and it necessitated sending a man to the mill which was out of town to get plates and see that they got back to the plant in time. They were placed aboard a freight car and the messenger stuck with the train to see that the car was not sidetracked.

The plates were delivered but already most of the contract time had been used up. From the time that the plates arrived until the ship went to sea Mr. Morse never left the boat. For three days and nights he remained in charge of the work himself. Men who worked one day and a night were sent home and new men took their places, but Mr. Morse stuck by the ship, though the weather was bitterly cold and severe, it being in the month of January.

During all of the time he never had so much as a minutes sleep. The boat left the plant about dark and Mr. Morse started for home utterly worn out. At that time he lived in 55th Street, Bay Ridge. Boarding a horse car at Furman street he transferred to Hamilton avenue and then to the Third avenue car at 25th street. During these changes it was almost impossible for him to keep awake but he finally managed to get aboard the Third avenue car. Though he exerted all of the will power he possessed to keep awake, the last part of his ride was a nightmare. When the car reached 55th Street he was sound asleep and the conductor awakened him at the 65th Street transfer. At first he did not know where he was but after he got his bearings he boarded another car back and tried to keep awake until he reached 55th Street.

Again however he fell asleep and when next he was awakened he found himself once more at 39th Street. When he boarded the next car back he immediately sought the assistance of the conductor in keeping awake and finally got off at the right place.

For twenty-four hours he was dead to the world. Only his rugged constitution, developed by right living enabled him to endure the hard work which had been imposed upon him.

In the series of articles Mr. Morse recounts in his own words the early beginnings of his business career. Throughout the story there is that ring of perseverence, persistence and grit which has characterized his entire life.

The Twelfth Letter

"L" the twelfth letter of the alphabet, is the beginning of *L*ife, *L*ove, *L*aughter, *L*abor, *L*aw, *L*anguage, *L*earning, *L*eisure, *L*iberty, *L*ight, *L*ongevity, *L*uxury and *L*uck—a dozen realities and one chance, and yet it is a very common experience to meet with persons who view all achievement in the light of "luck", ignoring the vast part that "labor" plays.

All progress results from change, and important changes are the result of hard work. Over fifty years ago an American writer contrasted Luck and Labor, and his sentiments will be just as apt fifty years from now, as they are today, and as they were when he wrote them:

Luck is ever waiting for something to turn up:
Labor with keen eye and strong will, always turns up something:
Luck lies in bed and wishes the postman would bring him a legacy:
Labor turns out at six, and with ringing hammer or busy pen, lays the foundation of a competence:
Luck whines:
Labor whistles:
Luck relies on chance:
Labor relies on character:
Luck slips downward on self-indulgence:
Labor Strides upwards and aspires to independence.

Right Now

RIGHT now is a good time to revive this old gem from an ancient school reader:

"*Now* is the constant syllable ticking from the clock of time. *Now* is the slogan of the wise. *Now* is the banner of the prudent."

Remember these three points, and when work (either mental or physical) presents itself, do it with all your might, keeping the thought uppermost that *Now* is the right time for it.

Now is right with us, but *Then* may never be.

Try and Trust—Trust and Try

THERE are two little words that form one of the happiest combinations our language affords: *Try* and *Trust.* You don't know what you can do until you put yourself to the test, and if in doing this you exercise trust, mountains of imaginary difficulties will vanish as you forge ahead, and facilities will spring up that were never anticipated.

A storekeeper who wished to run his business on a cash basis, hung the following sign over his cash register:

"I've trusted many to my sorrow:
So, pay me now—I'll trust tomorrow."

Employees Association Directory

Officers

President, HUGH McQUILLEN, Inside Machinists Department
Vice-President, HUGH CALLAHAN, Dock Hands Department
Secretary, EDWARD HANNAVIN, Brass Storeroom
Treasurer, MORTIMER W. MEAD, Office
Relief Committee: THOMAS CALLAHAN, Dock Hands; CHARLES WINKLER, Pipe Shop; THOMAS WHITELAW, Hull Dept.

Shipping Notes Gathered Here and There

Stork Visits The Resolute

SOMEWHERE in Pennsylvania there is a little Polish girl bearing the name Unalie, an abreviation for United American Lines, who was born on the *S. S. Resolute* during the first voyage of that ship to this country. Unalie is the daughter of Mrs. Fran Dragowitz who was coming from Poland to join her husband in Pennsylvania and was born in the steerage.

Daily Newspaper for Passengers

THE United States Lines has begun the publication of an eight-page daily newspaper called the *Neptune News* for distribution on its twelve ships in the passenger service to Europe. The paper which made its first appearance on the *President Harding*, will keep passengers in touch with current events by wireless news reports. It will also carry feature articles of interest to ocean travelers.

American Ships Bring Coal Relief

WE commented in these columns recently on the probable employment of American ships for coal relief purposes if the coal strike continued unsettled and now comes an announcement by the National Merchant Marine Association to the effect that America's ships are meeting the emergency by rushing half a million tons of British fuel for the great utilities companies. More than fifty government-owned vessels have been chartered for this purpose and if the demand grows more ships will be ready to meet it. It is pointed out in the statement that putting these ships into service not only gives a profit to the government but gives employment to hundreds of skilled workmen ashore and many hundreds of American officers and seamen long out of work.

New Financing Plan Works Well

A forward step in the development of an American merchant marine has been taken in the adoption of the new financial plan of the Emergency Fleet Corporation, which according to Treasurer, T. L. Clear is successful beyond our most sanguine expectations." The plan, worked out by the managing agents and the shipping board, has permitted a reduction in the revolving fund from $8,000,000 to about $3,000,000. Anything which is designed to give material help to the ship operator in these days of shipping stagnation, deserves encouragement.

Shipping World Suffers Heavy Loss

RECENT estimates attributed to steamship men place the idle tonnage of the world at 10,000,000 gross tons, one sixth of the world's total, of which 4,500,000 tons of ships are tied up in United States ports, including the Shipping Board and private boats. The English total is placed at 1,900,000 tons, or one-tenth of the British fleet, with an estimated value of $45 a ton, making a total tied up tonnage of $450,000,000. The cost of the Shipping Board vessels now idle is placed at $1,000,000,000. It can be readily appreciated that these figures represent a tremendous loss to the shipping world.

Panama Boats Affected by Low Rail Rate

THE establishment of low rates by rail and water from the Atlantic coast states to the Far East has had a harmful effect on the ships plying through the Panama Canal to the Orient. In the case of cigarettes for instance, the combined rail and water rate is $1.15 a hundred pounds, against a straight steamship rate of $1, with the difference in favor of the former because of the quicker delivery.

British Ship Tonnage Decreases

IT would appear from a reading of the English shipping journals that no little surprise was occasioned among the British shipping interests recently when a new edition of Lloyd's Register of Shipping revealed the fact that British owned tonnage has decreased by 231,000 tons during the year, whereas German shipping shows an increase of 1,131,000 tons. Practically every other European maritime nation has increased its ship tonnage since 1914 by amounts varying from 35 to 82 per cent whereas the British figure is less that 1 per cent. above the pre-war mark.

Fewer Coal-Fired Ships

AN interesting fact revealed in the the new edition of Lloyd's Register of Shipping is the indicated change in the percentage of coal fired ships since 1914. Only 70.6 per cent of the merchant marine registered in that book now depends upon coal whereas in 1914 the percentage was 89 per cent. The increased use of oil fuel is mostly responsible. The number of oil tankers has increased from a million and a half tons in 1914 to over five million tons today.

Russia Reorganizing Marine

RUSSIA is reported as planning a reorganization of the management of sea transportation. The chief Government departments interested are now examining the project and the changes proposed will include a modification of the central control and the establishment of four government steam concerns and various services on a commercial basis. The transport of goods and passengers will be effected exclusively on a cash basis.

Bull Company Increase Fleet

THE Bull Steamship Company has augmented its fleet by the purchase of four ships from the United States Shipping Board, the *Bethnor, Mason City, Maddequet* and *Macomet*, it is reported. This gives that Company 23 privately owned ships and 17 allocated by the Shipping Board.

Queen of the Hudson Goes to Junk Heap

THE steamer *Mary Powell*, in her prime famous as the "Queen of the Hudson," has gone to the junk heap. Built in 1861 she maintained her record as the fastest boat on the Hudson river for many years, even until recent years. In 1874 she made the run from New York to Poughkeepsie in three hours, and nineteen minutes, about 25 m.p.h. She was built at Jersey City and equipped with a vertical beam Fletcher-Harrison engine.

Norway Considers Subsidy

SHIP subsidy is now under consideration in Norway. The Norwegian parliament (Storthing) has under deliberations a recommendation of one of its committees favoring governmental subsidies to Norwegian shipping amounting to 9,150,000 kronen, exclusive of subsidies given to Norwegian coastal lines.

Urges Subsidy for Italian Shipping

ITALY is another country considering a heavy ship subsidy program and if it is adopted it will supplement an extensive shipbuilding plan that is now being worked out by the Italian Government of Merchant Ships. This latter plan provides for the construction of 230,000 tons of merchant ships to cost

800,000,000 lire of which 500,000,000 will be appropriated by the Government and the balance by the shipping companies. Minister of Marine Le Vito has urged a heavy governmental subsidy for Italian vessels to offset what he calls lower American freight charges.

Subsidy Would Save Millions

AN argument in favor of the ship subsidy bill which should not be lost sight of is forcefully presented in a statement by Chairman Lasker of the Shipping Board which appears in his letter to members of congress, and reads as follows: "The proposal contemplates that should America ultimately get the 7,500,000 gross tons necessary to carry half of our overseas commerce, the cost to the treasury, directly and indirectly, would be something like forty million dollars per annum. The four hundred ships the government is now operating at a cost of $50,00,000 a year, would, under the proposed measure, draw not slightly more than $8,000,000 government aid."

German Shipping Moving Ahead

DESPERATE to retrieve its shipping commerce and prestige Germany is working hard, according to reports coming to this country, to build up a new merchant marine. At least 460,000 tons will be built this year as compared with 400,000 last year. This is exclusive of the reparations account. *Ship News* reports that launchings in 1921 were 242 ships of 509,064 tons. If the *Majestic* and *Homeric*, aggregating 90,000 gross tons, had been added to the ships finished the first quarter of this year, the total would have swelled to over 200,000 gross tons, a figure never before approached by German yards. The rehabilitation of the German merchant marine is proceeding not only by new building, but by purchase of ships and during the first quarter of the year six vessels aggregating 22,902 tons were acquired. Before the war Germany had a merchant fleet totalling about 5,000,000 tons. At present the shipping companies are concentrating on small and medium size cargo ships, some of which carry a few passengers.

Analyses American Shipping

J. L. ACKERSON, vice president of the Merchant Shipping Corporation, gave an address before the Foreign Trade Convention in Philadelphia a few months ago which contained many interesting observations with respect to the prospects of American shipbuilding. We are quoting a few paragraphs of particular interest: "To analyse the prospects for American shipbuilding it is necessary briefly to analyse in turn, first, world shipping; second, world shipbuilding; third American shipping; and fourth, American shipbuilding. It is possible to have a revival in world shipping and in world shipbuilding without any great increase either in American shipping or American shipbuilding.

"World shipping depends upon international trade, which in turn is dependent upon the desire to exchange international products, the ability to finance this exchange of products, and the time necessary to ensure the accomplishment of these two items. The desire to exchange products, of course, exists. The necessity for this interchange of products also exists, not only on account of normal trade conditions, but also due to the fact that foreign countries are of necessity under the obligation of exporting goods in order to pay their respective debts.

"Although the desire to exchange products exists, the ability to finance this exchange does not, at least for many of the European countries, exist. It is necessary that large credits be established in these countries to start their industries in the manufacture of exports.

"Probably the only two countries that are in a position to finance this interchange of products are the United States and Great Britain. At the present moment, the financial interests of Great Britain appear willing to loan money for this purpose. In the United States, at the present moment there does not appear to be that same willingness. Just how long it will be before this will be brought about is uncertain; but probably the time necessary to crystallise public opinion, to effect the necessary loans, and following that to establish manufacturing on a post-war normal basis in the European countries, will be not less than three to five years.

"Following this line of reasoning, it would appear to me that the world shipping will not return to what may be termed its "post-war normal proportions" until this period of time, varying from three to five years, shall have elapsed.

"From the time this revival begins, an increased demand for ships will manifest itself. Whether new ships will be built or not as a result of this demand will depend upon two things—first, the tonnage necessary to carry out the increasing international trade; second, the tonnage actually existing at the time. In viewing this, it should be remembered that on the whole there is no greater tonnage of vessels available today than would be available had the world war not taken place. Also, many of the ships now included in the world tonnage are old and obsolete. There have been few replacements of the better types of ships.

"The international trade revival that will unquestionably take place in the next three to five years will create a demand for vessels suitable for special trades, and also for passenger and cargo vessels. These vessels when built will undoubtedly be built in accordance with the advances in engineering that have taken place in the past few years. Notable among these advances is the Diesel engine.

"Although it can be shown with reasonable clearness that there will be a demand for additional world tonnage, it does not necessarily follow that there will be a demand for American tonnage. American shipbuilding, of course, depends upon American shipping. An increase in American flag shipping depends upon, first, an increase in foreign trade shipping; second, upon the ability of American flag vessels to compete in this trade; and third, upon an increase in coastwise trade shipping. Relatively speaking, there have been, and probably will be, very few ships built in the United States for operation under foreign flags.

"Although an increase in international shipping is certain, the question remains whether American operators can operate American flag vessels in competition in these trades with foreign flag vessels.

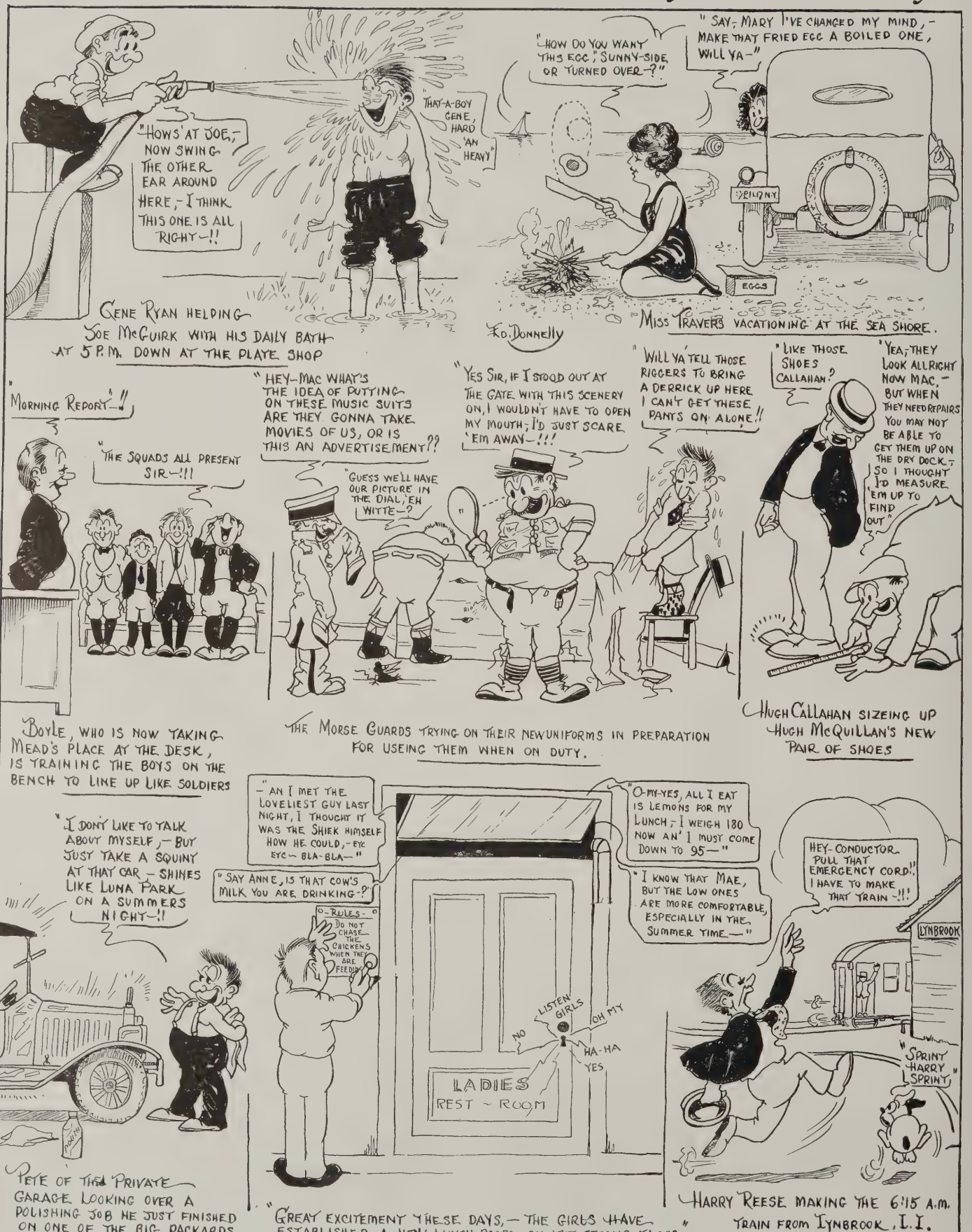
"The success will probably depend, to a great extent, upon pending legislation. With favourable legislation it is probable that the results will be satisfactory, in which case there will undoubtedly be a decided demand for—(*a*) passenger vessels; (*b*) combination liners; (*c*) special cargo liners, all for operation in foreign trade under the American flag. These vessels of necessity will be built in the United States.

"The coastwise trade has heretofore furnished the greater part of the merchant work that has been performed in American yards. This trade is increasing Much of the trade that heretofore has been carried by rail is now being carried by water.

"Competition in these trades will bring about a demand for more economical operation. This will be accomplished probably by obtaining new and special types, and by the conversion of existing ships."

Summer Time Snaps

By E. E. Donnelly


"HOWS' AT JOE,- NOW SWING THE OTHER EAR AROUND HERE,- I THINK THIS ONE IS ALL RIGHT-!!
"THAT-A-BOY GENE, HARD 'AN HEAVY"
GENE RYAN HELPING JOE McGUIRK WITH HIS DAILY BATH AT 5 P.M. DOWN AT THE PLATE SHOP
"HOW DO YOU WANT THIS EGG," SUNNY-SIDE, OR TURNED OVER-?"
"SAY, MARY I'VE CHANGED MY MIND,- MAKE THAT FRIED EGG A BOILED ONE, WILL YA-"
EGGS
ED. DONNELLY
MISS TRAVERS VACATIONING AT THE SEA SHORE.
"MORNING REPORT"-!!
"THE SQUADS ALL PRESENT SIR-!!!
BOYLE, WHO IS NOW TAKING MEAD'S PLACE AT THE DESK, IS TRAINING THE BOYS ON THE BENCH TO LINE UP LIKE SOLDIERS
"HEY-MAC WHAT'S THE IDEA OF PUTTING ON THESE MUSIC SUITS ARE THEY GONNA TAKE MOVIES OF US, OR IS THIS AN ADVERTISEMENT??
"GUESS WE'LL HAVE OUR PICTURE IN THE DIAL, 'EH WITTE-?
"YES SIR, IF I STOOD OUT AT THE GATE WITH THIS SCENERY ON, I WOULDN'T HAVE TO OPEN MY MOUTH; I'D JUST SCARE 'EM AWAY-!!!
"WILL YA TELL THOSE RIGGERS TO BRING A DERRICK UP HERE I CAN'T GET THESE PANTS ON ALONE!!
THE MORSE GUARDS TRYING ON THEIR NEW UNIFORMS IN PREPARATION FOR USEING THEM WHEN ON DUTY.
"LIKE THOSE SHOES CALLAHAN?
"YEA, THEY LOOK ALLRIGHT NOW MAC,- BUT WHEN THEY NEED REPAIRS YOU MAY NOT BE ABLE TO GET THEM UP ON THE DRY DOCK,- SO I THOUGHT I'D MEASURE 'EM UP TO FIND OUT"
HUGH CALLAHAN SIZEING UP HUGH McQUILLAN'S NEW PAIR OF SHOES
"I DON'T LIKE TO TALK ABOUT MYSELF,- BUT JUST TAKE A SQUINT AT THAT CAR - SHINES LIKE LUNA PARK ON A SUMMERS NIGHT-!!
PETE OF THE PRIVATE GARAGE LOOKING OVER A POLISHING JOB HE JUST FINISHED ON ONE OF THE BIG PACKARDS.
"- AN I MET THE LOVELIEST GUY LAST NIGHT, I THOUGHT IT WAS THE SHIEK HIMSELF HOW HE COULD,- EYE EYE- BLA-BLA-"
"SAY ANNE, IS THAT COW'S MILK YOU ARE DRINKING-?"
-RULES- DO NOT CHASE THE CHICKENS WHEN THEY ARE FEEDING
LADIES REST - ROOM
LISTEN GIRLS
NO
OH MY
HA-HA
YES
"O-MY-YES, ALL I EAT IS LEMONS FOR MY LUNCH,- I WEIGH 180 NOW AN' I MUST COME DOWN TO 95-"
"I KNOW THAT MAE, BUT THE LOW ONES ARE MORE COMFORTABLE, ESPECIALLY IN THE SUMMER TIME-"
HEY- CONDUCTOR PULL THAT EMERGENCY CORD!! I HAVE TO MAKE THAT TRAIN-!!!
LYNBROOK
"SPRINT HARRY SPRINT"
HARRY REESE MAKING THE 6:15 A.M. TRAIN FROM LYNBROOK, L.I.
"GREAT EXCITEMENT THESE DAYS,- THE GIRLS HAVE ESTABLISHED A NEW' LUNCH ROOM ON THE SECOND FLOOR."

Mr. Benner Leaves

HILDRED BENNER, who was head of the Employment Bureau and the Employees' Association, recently resigned the position of Employment and Service Manager which he had held for six years, to accept employment on the administrative staff of the Otis Elevator Company of New York. Because of his close contact with the employees of this company and his active and untiring efforts in behalf of the Employees' Association Mr. Benner was known to practically every individual in the Morse organization and leaves a legion of friends.

As a testimonial of the regard felt for him a dinner was given at the Italian Gardens on Lawrence street, Brooklyn, a few weeks ago, under the auspices of the Employees' Association and he was presented with a handcarved leather desk set; and resolutions that had been neatly lettered and framed, voicing the regrets of his former associates over his departure but wishing him good fortune in his new position. There were in attendance at the dinner many of the foremen, the officers of the Employees' Association and various members of the office staff. The dinner was presided over by Mortimer W. Mead and included informal speeches and much merrymaking.

Miss Peggy Dolan, vacationed at her bungalow at Rockaway. She solved the postal card problem by waiting until her return to her work when she brought back a card already addressed and handed it to one of the office boys for delivery. The card was thereafter circulated in her department and served to prove that Peggy hadn't forgotten her office associates and at the same time eliminated the bother and expense of sending a card to each.

Miss Clara Fritsch, who is widely known in Brooklyn swimming circles as a professional, is now employed as stenographer in the purchasing department.

The Office Cat Says—

Mead New Employment Manager

MORTIMER W. MEAD succeeded to the position of Employment and Service Manager, following the resignation of Mr. Benner, a promotion which he richly deserves and is especially fited for because of his wide acquaintance with the foremen and the employees of the company, as well as the administrative heads. Mr Mead has been a member of the office staff for seven years.

Richard L. Boyle, superintendent of office buildings has assumed the duties relinquished by Mr. Mead and now presides over the information desk and supervises the messenger and passenger automobile service. He will continue to direct the porters. Mr. Boyle has been employed here five years and his promotion comes as a natural result of his conscientious efforts.

William J. O'Brien, who has been an investigator for the company during the past three years, recently left to take up important work for the Government in Germany. Before departing he stated that should it be the "good fortune of any of the employees of the Morse Company to go abroad," he shall hope for the pleasure of a visit from them. His address can be ascertained at the office of the American consul in Berlin. Mr. O'Brien was one of those quiet, likable chaps who made many friends in the Morse organization during his three years here.

Miss Ann Simpson, who was connected in the hospital staff two years ago, died recently according to newspaper reports that have come to the attention of her friends here. Miss Simpson will be remembered by many because of her sunny, jovial disposition.

William A. Schneider, formerly a clerk and salesman for the Henry Kast, Inc., New York, wholesale provision dealers, has taken over the work handled by Chief Meyers in the Employment Department.

John L. Denny, five years ago a member of the inspector's staff, has returned to the employ of the Morse company, this time as an estimator. Mr. Denny has been a Llody's surveyor, during his absence.

Miss Marion Rauscher has succeeded Miss Mildred D. King as file clerk, Miss King having taken a position with the New York Prohibition Enforcement offices.

What the Camera Did

WHEN the new city ordinance required every one driving a motor car to have pictures taken for the new police department cards which all motorists now have to carry, arrangements were made to have all automobile drivers in the Morse plant photographed and the strip below and on the next page shows what the camera did to some of our best known citizens.

John J. Brady | John Herrlein | C. W. Want | Chief Wm. L. Meyers | The Editor | Harry C. Thompson

A LITTLE BIRD TOLD ME

James Marquis is now night timekeeper, succeeding Charles Brown, who has been transferred to the day shift as assistant to Chief Timekeeper Day.

* * *

Jack Byers, an old time employe, recently of the storage department, has left the employment of the company.

* * *

John H. Rockwell, formerly of New Orleans, has joined the inspectors' staff under Mr. Hallock.

* * *

Charley Fitzsimons of the Pipe shop was just beginning to learn the song, "My Wife's Gone to the Country," when she returned and he had to change his tune.

* * *

L. W. Parker has been promoted to the position of assistant yard superintendent, after having served several months on the inspector's staff under Mr. Hallock.

* * *

Thomas Sullivan of the sheet metal department, doesn't understand why the Shipping Board changed the name of the *Buckeye State* to *President Taft* after having decided to call it the *President Roosevelt.* If he had his way they would all be named *President Roosevelt.*

* * *

Hugh McQuillan's youngster, the little fellow who won one of the prizes at the annual ball, appearing in a prize-fightter's costume, and whose picture was afterward published in *The Dial,* has recovered from a recent attack of diptheria.

* * *

Johny Kelley of the pipe shop doesn't let much dust gather under his heels after the 4 o'clock whistle blows. We understand he knows where to get a "cool one" on his way home.

* * *

Patrick Gannon of the timekeeping staff brought in a huge ripe tomato the other day and stored it on a shelf near his desk. When he became hungry the tomato was gone, and there is considerable speculation as to who enjoyed it. Chief timekeeper Day says he didn't.

* * *

Friends of Joseph Reinhardt, night storekeeper, are sorry to learn of the recent death of his wife.

* * *

Eddy Hafeli is a new member of the pipe shop crew. Up to now he has always worked in breweries. "Aw! the shipyard is more interesting any time," he confided to some friends one day.

* * *

William J. Fusaro, who recently graduated from St. Francis Academy, has taken employment with the Morse Company, as a shop clerk.

* * *

James Welden, assistant chief timekeeper, has been transferred from the main office to the Morse plant at 23rd Street and 13th Avenue, where he will have charge of the timekeeping and order records.

* * *

"Happy" Wesley, cement and concrete "expert" is seeking new fields to conquer. He is now located in the blacksmith shop.

* * *

Morris Levy, formerly of the Sheet-metal department, has opened the "Carlysle" cigar and stationary store at 475 Fifty-sixth street and is doing well. He hopes to rival Dick Rodier's newspaper route in Richmond Hill.

Francis McQuaid, insurance clerk for the Employees Association, is always well informed on the new literature of the day. He brought in some new "flapper magazines" the other day.

* * *

Capt. Kirby announces that the towboat office has been renamed the Admiralty House; that he is hereafter to be referred to as "Secretary of the Navy," or "First Seagoer of the Admiralty," and that the *Nimble Turtle,* commanded by Captain J. H. Moore, an old Sandy Hook pilot, now heads the Morse water fleet. Capt. Kirby is enthusiastic about the *Nimble Turtle,* and her speed performances. "She is a bit rough up to six or seven knots," he declared, "but when she gets up to twenty knots she runs as smooth as anything afloat."

* * *

T. Thorsen of the rigging department, has been laid up with an injury to his instep and P. Sholberg of the same department has been restricted to his home with a broken foot. Their friends hope for an early recovery.

* * * *

Bob Anstett, boiler makers snapper in the Morse plant for several years, has left and is now a railroad shop foreman.

* * *

This unusual piece of news was handed in to us: Charlie Winckler of the Pipe shop bought a package of cigarettes recently.

* * *

Mrs. Ben De Bar, wife of the well known Morse machinist, is vacationing in Kansas.

* * *

"Little Mike;" of the machine shop, better known as "Calamity Jane," hasn't been able to put a nickle in the bank for two weeks. Tough luck.

* * * *

Leonard Privatira recently took a week off to get his bank book balanced.

* * * *

Mark Levy, formerly a burner is now a vaudeville "magnate," and books big time vaudeville acts.

Harry Essex James Greenfield Fred Hewitt John Smith Andrew Jacobsen Chester Kingston James MacFarlane R. Ketzner H. S. Mahnken

A Nickel a Week
What For?

(Editor's Note—*Below are extracts from a series of pamphlets issued by the Employees Association during 1921 to make members acquainted with the benefits and purposes of the organization. As there are many new members now among us we are reprinting these extracts because it is felt that they will help the new comers, as well as the old members, to better understand the uses to which that Nickel a Week are put.)*

By Jit Nee

When a man does the right thing at the right time, like Joe McGuirk did one night at the monthly meeting of the Employees' Association, he shows good judgment. Looks like you can depend on him to come through in a pinch. I'll tell you about that night.

You know, Joe was the president of the Employees' Association. He doesn't wear a swallow-tail coat and greased hair when he presides. He may know parliamentery procedure and all that, but he ain't for it much. He's Irish, but he likes to take Dutch cuts.

Instead of saying, "A motion to hold Christmas exercises for the families of members in a hall to be procured, etc.," Joe says "Well, do we get this Christmas tree or not?"

And on this night I'm talking about, Joe gets the business finished up a little early. Tom Plunkett hadn't got his vaudeville show quite ready, and he slips Joe the cue to spout a few more words in order that the boys keep their chairs instead of using 'em to pick their teeth with.

Joe said something about the routine business being finished and asked if anybody had anything to say as to the affairs of the association or *for the betterment of the yard.*"

And a guy got up, and he talked kind of low and feeble like, and Joe said, "Louder!" Then he heard the fellow say, "Yes, I've got something to say. The boys say it's pretty dark down by the grindstone, and they'd like to have a light there."

When the lad finished, some guy hollered, "soap hound," and a few more took it up.

That's when Joe did the old Nick Carter, right in the nick of time. He rapped with his authority and he yelled down the noise. When quiet was restored, you could hear Joe chirping:

"The Association *is glad to receive suggestions for the betterment of the yard, and the men in it. That's what the Association is for. That's why the monthly meetings are held.*"

Joe further said, addressing his words to the fellow who caused the mirth, "We'll see that you are lit up."

To the fellows who thoughtlessly laughed and yelled "soap hound," I declare that *there's a light down by the grind-stone.*

It's things like that—helping the other fellow; being helped yourself, if you need it; it's the spirit of *Good Fellowship, Service, Brotherhood.* It's the Golden Rule—*To do unto others as you would be done by.*

Even a Song Can Sometimes Clog The Wheels of Business

A SHIP owner sat in his palatial offices, looking out over the beautiful harbor before him, dreaming dreams of new worlds to conquer. A minute before he had given instructions to one of his assistants to have extensive repairs made on two of his big boats, in readiness for the summer trade. He felt good to be alive; the joy that comes from a successful career made his dreams more vivid.

Then a shout from the streets below, apparently from a newsboy, assailed his ears. "Hard times are comin'" is what he heard. At first he paid little attention to the thought but it clung to his mind and he became possessed with a fear that perhaps business conditions did not warrant his spending so much money for the repair of his vessels. Reaching the telephone he countermanded the order to have his boats repaired. "Charlie, we had better wait for a while to see how things shape up before going ahead with those repair jobs," he said.

Charlie told the sad news to the ship repair solicitor. The solicitor went back to his company and reported: "Smith has postponed his plans to have those repairs done now; he says hard times are coming and that he must hold off for a while."

"What, eh?" asked the manager of the repair plant. "Hard times are coming you say," and after a few minutes of meditation he grasped the telephone and told his purchasing agent to hold up on the order for six new motor trucks.

"Hard times are coming," was the burden of the message which went to the automobile dealer who in turn passed it along to the manufacturer. The manufacturer immediately called in his sales manager for a conference.

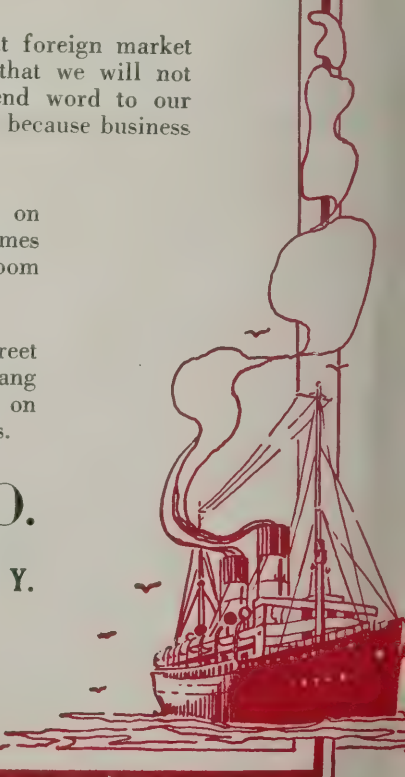
"Tom, I've been thinking that these are not the times to experiment with that foreign market plan we have been talking about. Guess you had better wire Smith to the effect that we will not charter his boat as we had planned. That special shipment will have to wait; send word to our British agents that we don't feel as though we can go through with the deal just now because business conditions do not warrant it."

When Smith, the ship owner, got the manufacturer's message he reflected on how successful he always had been in anticipating storms. "Well I guess hard times are not only coming but they are here," he sighed and he crossed his office room and threw the window open for a bit of fresh air.

As the warm breezes rushed in at him there also came the sound of a street urchin's song: "Hard times are comin' but we should care, summer's here," sang the youngster with youthful vigor. It was only a silly song, but it had travelled on the breezes to high places. Even a song can sometimes clog the wheels of business.

MORSE DRY DOCK & REPAIR CO.

Telephone: Sunset 5100 **BROOKLYN, N. Y.** **Cable: Pyrosison, N. Y.**



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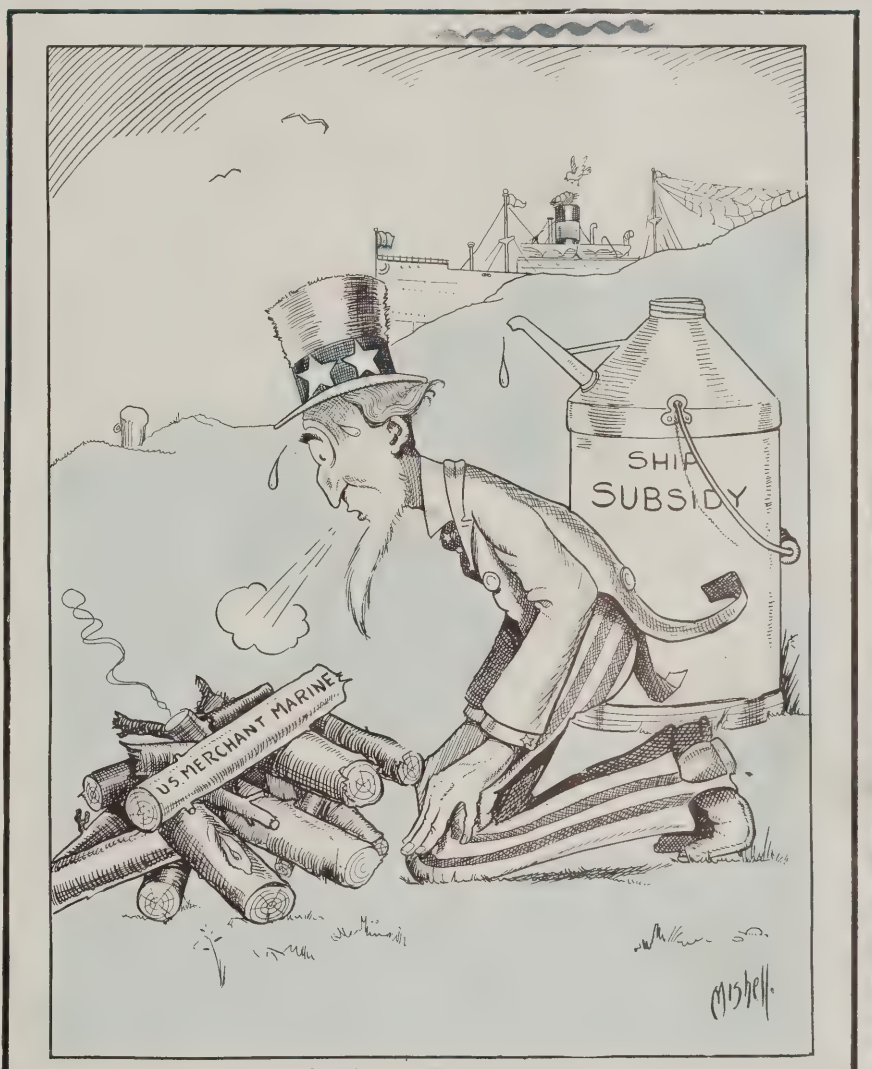


Why Not Use The Oil, Uncle?

OCTOBER - 1922

The Value of Words

LLOYD GEORGE, according to newspaper reports, will get 1 £ a word for the memoirs he is now writing, said to be the highest price ever paid for a manuscript.

Jack London, the novelist, received $1 a word which was a record in his day. Replying to a woman who had commented on this London said: "Yes but I have to think a damn long time to get that word."

Words have tremendous value in our life if we will but consider them as we should.

If every man, woman and child on this earth could be impressed with the significance of just one little word, many of the present-day ills of Old Father World would be effaced.

Sincerity is the word we mean. It comes from the Latin "sinceritas," meaning "without wax."

In the old Roman days that word "sinceritas," had an important place in all contracts and agreements between the builders of homes and sculptors. Many artisans would cover the flaws in their statuary with wax. Months later the weather would melt or wash away the wax and show the defects.

In our day there are men who mold their character in the same way. Time eventually washes away the wax leaving their defects exposed.

Then too there are artisans who perform their work in the same manner. So long as they can cover up the defects in their workmanship they refuse to concern themselves about the durability of the job.

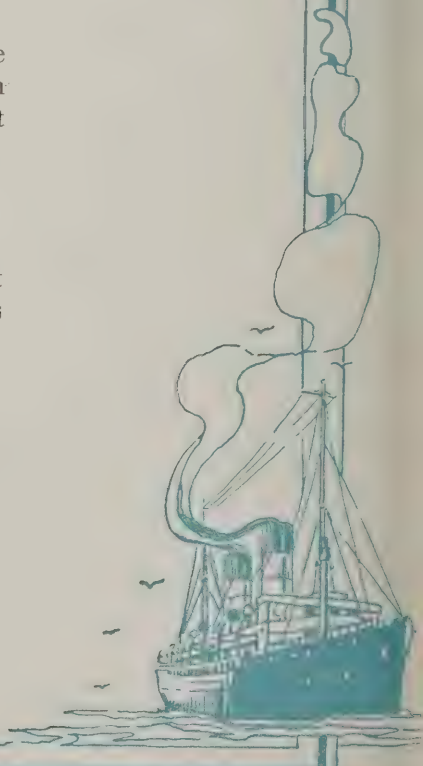
The world needs more sincerity. Because of the lack of it there are economic wastes that cannot be measured in dollars and cents.

What is friendship without sincerity?

What are political promises without sincerity?

What is the value of the written or spoken word if it hasn't the ring of sincerity in it?

Any one can cultivate sincerity and every one should. Be sincere in your work and in your daily contact with others.



MORSE DRY DOCK DIAL

Vol. 5 October, 1922 No. 10

Our No. 1 dry dock as it appeared when the present plant was under construction in 1901. Space in the foreground, then being filled in, is occupied by our machine shop.

Competition in Other Days

By Edward P. Morse

ABOUT this time Townsend & Edgett, Capt. Dave Taylor, J. W. Parker, J. V. Troop and a few others, including myself, purchased a sister dock and towed it from Philadelphia to New York. It was placed at Pier 2 in Erie Basin and operated by Townsend & Edgett under the name of the Provincial Dry Dock Company.

This dock was then 50 or 60 years old and proved a losing investment from the beginning because it was continually breaking down. Eventually the stockholders decided that the old relic had outlived its usefulness, was too far gone to do any more heavy lifting and it was voted to sell it if possible or to scrap it.

After a while John H. Starin who was then running a number of small passengers steamers, purchased it at a very low figure, towed it to his property in the Kills where it as patched up and used for light work on his small steamers. This dock is still in existence but being about 100 years old its days of usefulness are about numbered.

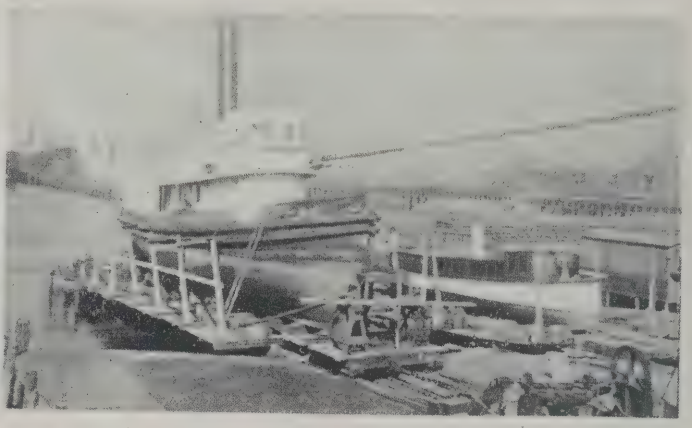
The *Wandrahm* contract which I have told about, was secured in 1892-93. Prior to taking over that job I had decided to raise additional capital and to enlarge my business. With that in view I sold a half interest to a concern that operated a few steamships and tugboats but this proved to be an unfortunate mistake and when eventually I tried to dissolve the partnership litigation ensued and lasted several years before the differences were finally settled. To protect our creditors a receiver was appointed and the property sold for the benefit of all concerned.

My partners bought in the old shops and I immediately leased one of the Waverley stores adjoining my old plant. Naturally for a time competition was very bitter but I gained ground steadily despite the difficulties. I had taken 100 feet of floor space in the warehouse and the following year I leased another 100 feet. By the end of five years I had leased the whole building which gave me a floor space of 700 x 80 feet.

Both concerns, the one from which I had separated and my own, were using the old Twenty-sixth street dock, which was still the only dock available except those controlled by the Robins Dry Dock Company. The old dock accommodated vessels up to 2500 tons gross. Ships larger than that were handled on the Robins dock and of course we lost the business. This was a serious handicap. At that time a majority of the ships

Editor's Note—*In this, the second of a series of articles dealing with the dry dock and ship repairing industry in this port, Mr. Morse tells many interesting things about the bitter competition and business antagonism he had to overcome early in his career, competition which was often times as unscrupulous at is was bitter. In the last issue he recounted how he got his start and told of the famous "Wandrahm" job which cost him a heavy loss but proved to be his "greatest investment."*

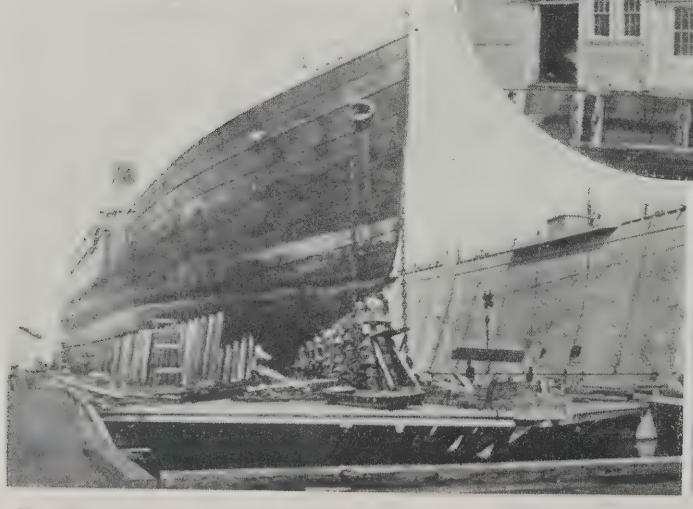
Formerly the Morse Yacht Basin now occupied by the Kerr Pier and the Morse and Kerr S. S. Co. slip.



This marine railway was located where the plate shop is now situated.

Old steam yacht dock, 1400 feet, long since destroyed and the water space now used for berthing large ships.

Looking toward the waterfront from the old office. Circle shows the Varuna Yacht Club House temporarily used by the Morse Company as an office.



U. S. transport *McPherson*, shored up prior to removal of damaged plates and frames, said to have been the largest bottom job done in New York up to that time. A scene in the early days of the Morse Co.

U. S. Transport *McPherson* as she appeared in dry dock after removal of false bottoms built under water to enable her to ship from Havana to New York.

coming into the port were sailing vessels but these were gradually giving way to steam. These earlier steam boats were of comparatively small tonnage and a dry dock was not a paying investment.

In fact there was not enough dry docking and ship repairing business coming to this port to keep all of the several plants busy and when I started into the steamship repair business I was considered an interloper and everything possible was done to drive me out. Naturally at times it was hard scratching and very discouraging.

When the Spanish war broke out in 1898 a large number of ships were purchased and requisitioned by the Government to carry troops and supplies to Cuba and the Phillippines. The Robins Company controlled all of the dry docks except the old Twenty-sixth street dock and a marine railway at Elizabethport, N. J., and the situation for the companies without dry docks was very serious. Under the impetus of the war the dry docking and ship repair business became very brisk. And to add to this the discovery of gold in the Klondike had begun to create a demand for ships to carry passengers and supplies to that region.

The steamship *Catania* had been badly damaged by running ashore and after the wreckers had delivered the boat to the owners it was surveyed on the Robins dock, tenders were called for and I was the lowest bidder. The ship was 2700 tons, quite a large freighter for those days.

The Twenty-sixth street dock would not lift her and I finally arranged with the New Jersey Dry Dock Company, who operated a marine railway at Elizabethport to hire the use of their dock. This was a long ways from my plant, the weather was bitterly cold, the river full of ice and it was necessary to lighter all of the bottom plates from the ship to my shops. Business in those days was always fraught with such difficulties.

We completed the work on time and made a little money. Before leaving the dock the boat was chartered or purchased by a Klondike promotion company and we contracted to add another deck to fit her with rough accommodations for passengers. The company began selling tickets immediately and many families came from the Northern states, particularly Vermont, all ready to go on board. They evidently had been told that they could make use of their reservations upon arriving here.

The ship was in the hands of our mechanics and there was considerable trouble over the matter. For a time the adventurers were housed in an old warehouse. Finally the owners of the boat got the matter adjusted and the Klondikers had to go to the Pacific overland. Just about the time we completed our work, the ship was taken over by the United States government.

Government work began to increase and we secured the contract to convert the Atlantic Transport liner *Manitoba* into a troop ship. When work was completed on her she was renamed the *Logan*. We also fitted out the U. S. Hospital ship *Relief*, the transport *Wright* and we converted the steamers *Panama* and *Burnside* into cable vessels and many others into transports.

In addition to conversion work we were attending to voyage repairs of the different transports as they arrived. Most of this was emergency work and the men labored night and day. The companies controlling the dry docks of the port naturally refused to dock ships for competitors and when the ships that I was converting were ready for dry docking it was necessary for the Government to do the booking with the dry docking companies.

The *Panama* was about 50 feet too long for the old Twenty-sixth street dock and it would have been very inconvenient to have the Government take her from there to Erie Basin. While discussing the matter with the late John Hallock, who was then the dockmaster at the Twenty-sixth street dock, he told me that if I could hire a small dock and attach it to the old dock we were using, to support the overhang, he could lift the ship.

I went to see John McNeil who owned a small dry dock, we agreed on a price per day and his dock was towed to Twenty-sixth street and placed in position. The government warned me that I would be held responsible for any damage to the ship but we raised it safely and completed the repairs.

In the mean time our conversion work on the *Logan* had reached a point where it was necessary to place the ship in dry dock and the government arranged to dock her at a competitor's yard with the understanding that our men could enter the yard, go aboard and carry on their work but they would not be allowed to do any work on the outside of the hull.

After docking the ship extensive repairs to the bottom were found necessary and were carried out by the dry docking company. Two or three days after the ship entered the dock we received an order to furnish a spare propeller for the ship. I instructed our superintending engineer, Lowell to take the measurements from the wheel on the ship. One of the dry dock company's superintendents reported to the head of his company that my man was on the dry dock measuring the propeller and Lowell was ordered out of the dock and we were unable to get the measurements necessary, resulting in the order for the propeller being given to the dry docking company.

Naturally I was incensed and my anger gave vent to the impulse to immediately start the construction of a dry dock of my own. Acting upon that impulse I borrowed a government launch that was outside of the dock and went about the harbor looking for a dry dock site. Before the day was over I had selected the property at the foot of Fifty-sixth street where our plant now stands, as the ideal location, and the next day I began negotiations for the purchase of the property, completing the transaction a few days later.

Of course it was necessary to mortgage everything we had very heavily. Only in this way could we finance the undertaking. We started immediately to build an up-to-date dry dock and the necessary piers and shops.

Having given considerable study to the question of design it seemed more advisable to construct the dock ourselves rather than to turn the contract over to outside builders because in this way we would be able to embody certain features which we felt were feasible. The dock that we eventually planned was a radical departure from anything then in existence and the wisdom of our course was finally proven when we put the dock into commission and found that we possessed the fastest and most efficient dry dock known. It was the first electrically operated floating sectional dock ever built and its success quickly dissipated the skepticism which had been evidenced in more than one quarter about the practicability of its design. The dock has been in operation every day since and is just as efficient now as when first put into commission.

By the time it was completed funds were running low and it was necessary to go into debt for machinery and equipment for the piers and shops. It seemed in those days as though it was a constant process of going into debt and then struggling hard to get out of debt, but we were optimistic because business was fairly good and we could not then foresee the hard times ahead.

It was decided to build the dock at Verplanck on the Hudson as there was was no suitable location in the harbor. Our lumber was bought from a Savannah concern and we chartered schooners to transport it from the South to our yard at Verplanck.

Our plans called for a dock of about 12,000 tons lifting capacity with radical changes in the method of pumping. Up to that time all floating dry docks had been filled with old fashioned steam pumping outfits. These were continually breaking down and were very slow.

I was convinced that we could install centrifugal pumps operated electrically and lift a ship in at least one third of the time taken by the old method. I consulted R. D. Wood & Co., of Philadelphia and placed an order with them for the pumps. I also consulted Mr. W. A. Freeman who at that time was secretary of the Brooklyn Edison Company and he immediately became greatly interested in the project and gave much of his time helping us to work out the plans for an electrical installation. Electric motors were ordered from the General Electric Company.

As our plans became known among our competitors it was interesting to hear of the prophesies of failure of the innovations we proposed. Almost on every hand it was declared that the dock would not work. However the docking of the very first ship proved conclusively that we had made no mistake in either our dock or the type of pumping installation. A few adjustments and minor changes were necessary but nothing of importance and from the very first we lifted several ordinary steamers in remarkably short time. One I remember was raised in 16 minutes. This was hailed as a great feat and we naturally felt jubilant.

About this time we booked a ship called the *Saale*, a former North German Lloyd boat, which had been partly destroyed by fire, then brought in by the Luckenbach Steamship Company and rebuilt. When she arrived at the dock she was drawing 21 feet 6 inches. The boat was hauled on the dock and centered and we started the pumps but to our amazement the dock would not raise.

We found that with a depth of 21 feet over the dock sill there was too much pressure for the pumps. We wired the pump manufacturers and they sent a representative here to look over the equipment. He made his inspection and informed us that his company had made a mistake in making the impellers too short. These were lengthened about four inches and the pumps took hold at once and we lifted the ship without further trouble.

It had been necessary to take the boat off the dock and wait until the alterations to the pumps had been completed. This of course occasioned much comment among the "I-told-you so's." Competition was keen, even bitter and this accentuated the seriousness of the reports that were circulated, but the rivalry added spice to the game and we did not worry over loose talk.

From that time to the present that dock has run without a hitch, night and day. It has raised more ships than any other one dock in the world each year. It has been copied not only by our competitors but by dry docking concerns in other countries as well.

Shortly after putting the dock in operation two of the directors of the North German Lloyd S. S. Co., came to the yard and requested permission to inspect it with their engineers. They spent nearly the whole day at the yard and the following day invited me to meet them at their New York office which at that time was at 11 Broadway. I was under the impression that they wanted to buy the plans of the dock. I had no objections to selling them providing the dock or docks they built were used in Germany, and I met them as arranged.

A long discussion over the merits of our dock as compared to the graving dock followed. In the end they told me that they agreed with me that the floating sectional dock was not only more efficient but safer for their big ships which they were then building. They claimed that every large ship after being launched became slightly hogged. In fact no ship was perfectly straight on the keel after taking the water. If placed in the graving dock which they declared was antiquated, they contended that a ship as it settles on the blocks is forced back to her original lines every time she is dry docked whereas in the sectional floating dry dock there is a resilence which conforms to the line of the keel thus making it much easier on the ship. They discussed buying the plans but nothing ever came of it.

Shortly after this they built a large sectional floating dry dock similar to ours, in fact the building of our No. 1 dock revolutionized dry docking. Previous to placing our dry dock in commission the prevailing rates for the port was sixteen cents per gross ton. When we launched our dock they fell to twelve cents and when we towed the dock to our yard they fell to eight cents. After we commenced docking ships our competitors cut their rates to three and three and a half cents per gross ton. Of course with a new dock this did not hit us as hard as it did those who were trying to destroy our business. Our dock could raise three ships to their one with half the cost. Nevertheless the rate war hurt as we did not have the capital to enable us to work at a loss.

The competition for repairs continued very keen and it was well understood then when we figured on a damage or reconditioning job that our competitors would figure cost. We had a heavily bonded indebtedness and I could not take care of my interest charges and sinking fund unless I could make a profit on my work. I struggled along and would have pulled through but the strike fever became prevalent and for over two years we fought strikes continually in either one department or another. All of the yards on the coast were having the same labor difficulties and many of them were forced into bankruptcy.

We had taken six or seven ships to convert into oil tanks and while we could not make any money out of the contracts we believed it would pay us to keep our organization together until business picked up. I do not blame the men for what happened. They were led by irresponsible business agents who did not care who they hurt so long as they could jack up wages and in that way bring more into their own pockets.

The riveters were informed at the union meetings that they were driving too many rivets and warnings were boldly issued that the number must be reduced. Gradually the output of the yards went down until at last it was impossible to get an efficiency of even 35 per cent from the workers. In 1903 the labor situation was intolerable. Practically every yard in the country was in the throes of strike upheaval.

I determined that if we gave in to the demands of the labor leaders we might possibly prevent closing the plant for the time being but it would only be a question of time before the unions would ruin me and I decided to fight to the bitter end. Labor troubles became acute in May 1903 but I fought along until October when my funds became exhausted and we decided to close the yard. We completed all of our contracts and delivered the ships before shutting down.

There was no united effort among the various yards to put down the strikes with the result that the union leaders had everything their own way and several yards were forced out of business and others badly crippled.

We remained closed for eleven months and during that time I worked night and day trying to secure capital. The strikes had scared off those who would otherwise have invested and the bitter antagonism which had developed as a result of the keen competition made it very hard to get the financial assistance I sought. In several instances

promises of help were not fulfilled because one or two of my competitors declared that the new company could not stand the fierce competition and would never succeed.

Fortunately however I eventually interested Mr. Daniel J. Leary in my project and he decided to come in with me. A new company was formed under the name of the Morse Dry Dock & Repair Company. In all of our discussions during the reorganization I contended that if we started an open shop the business would succeed and the outcome has proved that I was right. We started an open shop and our success was evidenced from the beginning.

It was not easy sailing from 1904 to 1912 and we had many serious strikes but we won them all and gradually gathered together a body of men who realized that the company would always treat them fairly and that there was nothing to be gained by strikes. During the past few years union and non-union men have worked in our yard side by side in perfect harmony. We have not discriminated but have given all an equal opportunity and a square deal and we have maintained an open shop policy all the way through.

(To be continued in the next issue.)

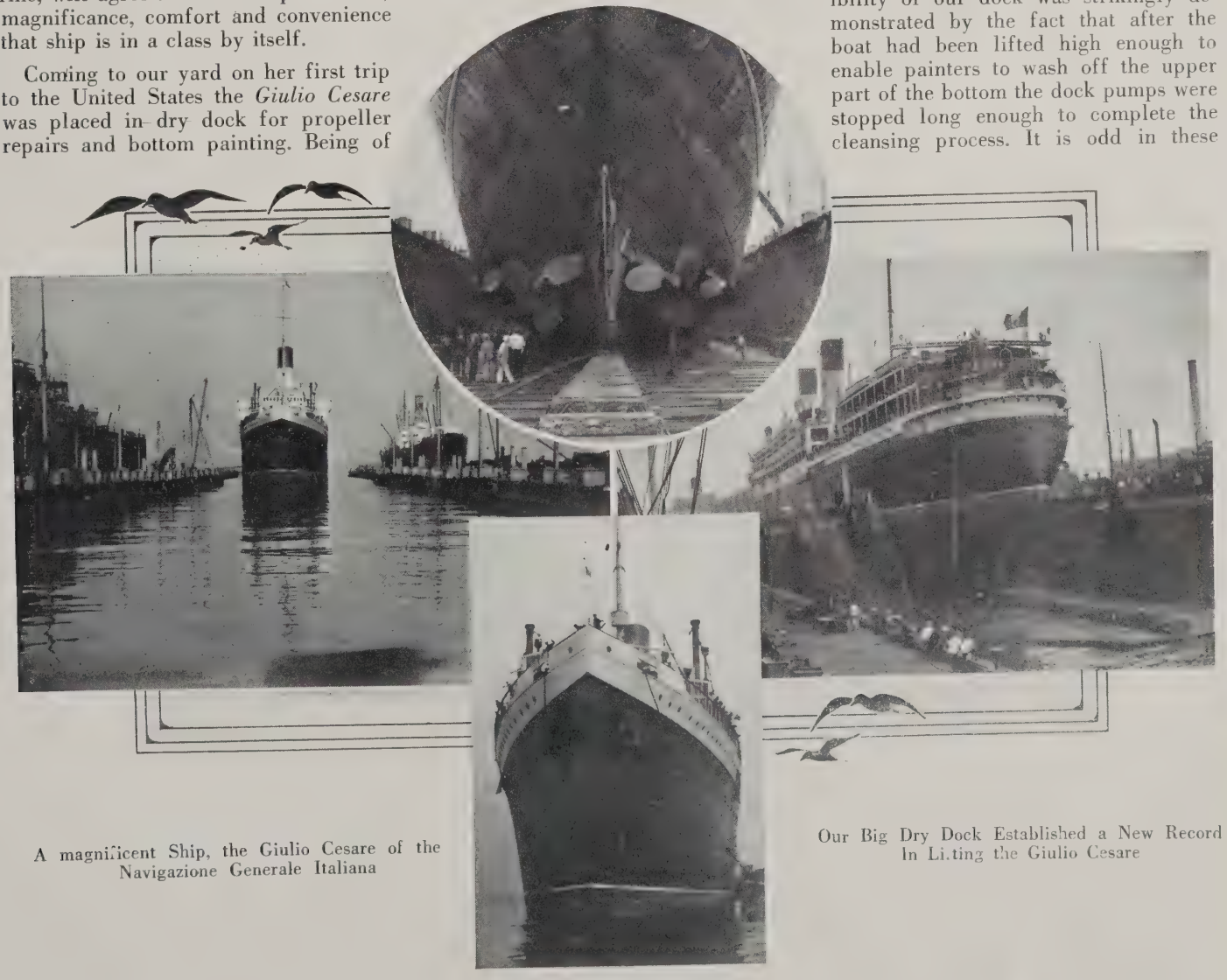
Italy's Dream Ship, the Giulio Cesare

A WONDER ship was raised on our 30,000 ton dry dock recently, veritably a *dream* ship because it seems incredible that so much elegance and comfort could be embodied in a vessel. This sounds like an extravagant statement but any one who has inspected the *S. S. Giulio Cesare*, the new pride of the Italian merchant marine, will agree that for sumptuousness, magnificance, comfort and convenience that ship is in a class by itself.

Coming to our yard on her first trip to the United States the *Giulio Cesare* was placed in dry dock for propeller repairs and bottom painting. Being of 21,700 registered tonnage, 636 feet long and 76 feet in breadth, she made an imposing picture as she rested on our big dry dock.

As she was being warped into the dry dock slip she appeared like one of the huge palaces on Mount Olympus which Homer tells about, with the clouds of smoke and steam from the snorting tugs about her breaking away now and then and givin teasing glimpses of her beautiful lines, but when she was finally lifted high and dry on our dock she appeared like Mount Olympus itself, cradled in the palm of Neptune's hand.

It was interesting to watch the ease with which she was raised and the flexibility of our dock was strikingly demonstrated by the fact that after the boat had been lifted high enough to enable painters to wash off the upper part of the bottom the dock pumps were stopped long enough to complete the cleansing process. It is odd in these



A magnificent Ship, the Giulio Cesare of the Navigazione Generale Italiana

Our Big Dry Dock Established a New Record In Li.ting the Giulio Cesare

Ball Room

Berth Cabin

Circle insert—Smoking Room and Bar

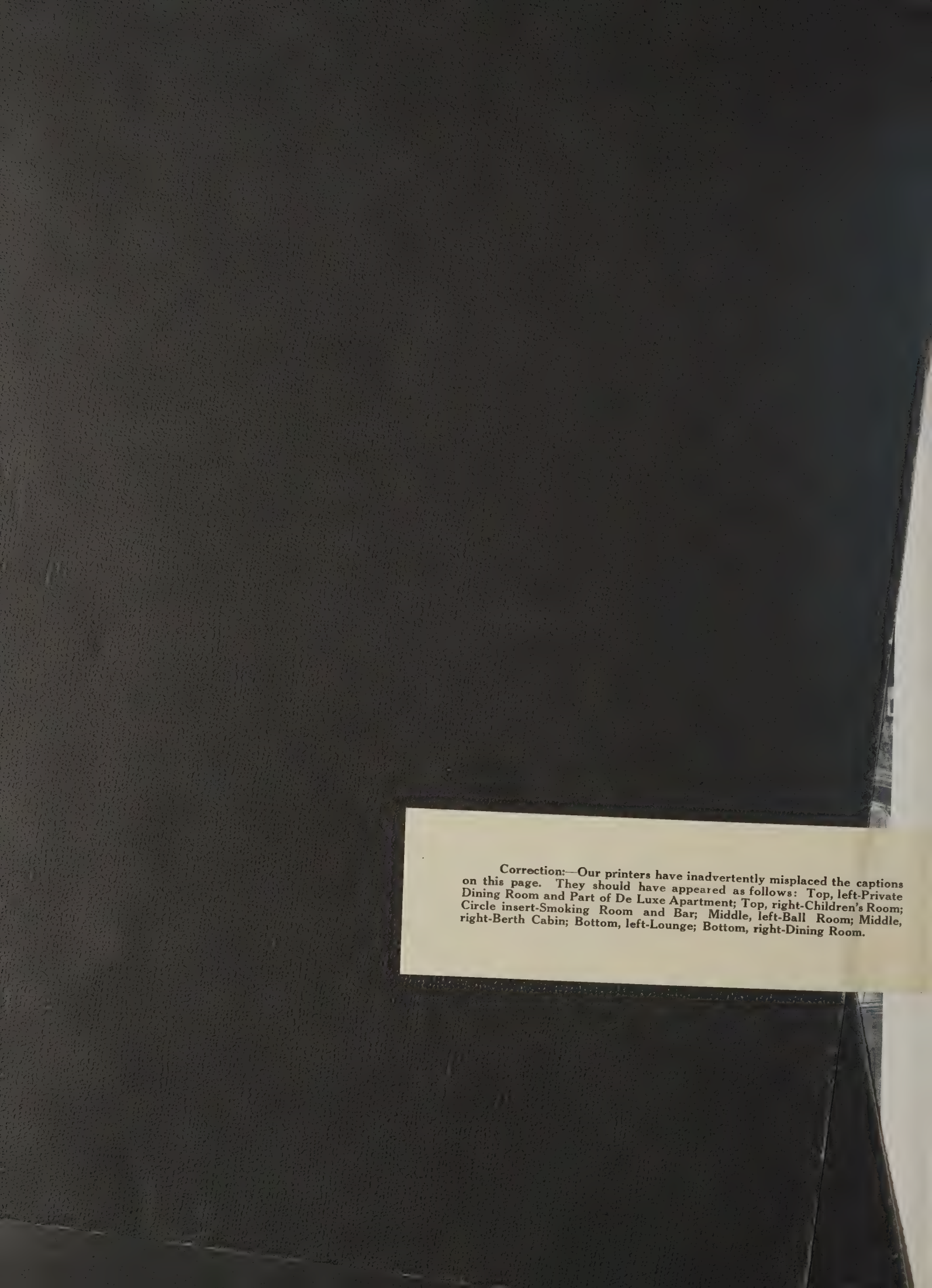
Lounge

Dining Room

Below—Private Dining Room and Part of De Luxe Apartment

Below—Children's Room

Interior Luxury on the S. S. Giulio Cesare



Correction:—Our printers have inadvertently misplaced the captions on this page. They should have appeared as follows: Top, left-Private Dining Room and Part of De Luxe Apartment; Top, right-Children's Room; Circle insert-Smoking Room and Bar; Middle, left-Ball Room; Middle, right-Berth Cabin; Bottom, left-Lounge; Bottom, right-Dining Room.

days to see a boat cleaned in this old fashioned method of scrubbing but that was the way the contractors elected to do their work and as their cleaners were going about their task they presented a novel picture to the shipping men and dry dock hands who looked on.

From the time that the boat was centered over the keel blocks and the pumps started until the pumps were halted in their work to give the painters time to scrub the bottom, ten minutes were consumed. When the pumps were again started it required only sixteen minutes to get the bottom high and dry, making a total of 26 minutes of actual pumping to lift the huge boat. This feat and the ease with which the boat was raised occasioned much comment among those who watched the performance.

Prior to coming to New York the *Giulio Cesare* had made two trips to South America for which trade she was designed. She was built in the yards of Swan, Hunter & Wigham Richardson, Ltd., Wallsend-on-Tyne and is the newest, largest and most luxurious vessel of the Italian merchant marine, being operated by Navigazione Generale Italiana. Italia-America Shipping Corp., are her general agents in this country.

The boat has a speed of 20 knots and is advertised to cover the distance between New York and Naples in nine days. She is equipped with four turbine engines registering 23,000 H. P., and having four propellers. Her stern resembles that of a man-of-war and has the double advantage of eliminating the vibration of her propellers and giving greater strength to the hull. She has eight decks of unusual width and to step into her main dining room or into any of the main saloons is like entering a big, fashionable hotel except that the decorations and furnishings on the *Giulio Cesare* are even more attractive and luxurious.

The boat having been designed for Latin-American trade, an effort was made to produce a decorative effect that would be all that the most fastidious Latin-American could desire and a rich combination of artistry inspired by the classic periods has resulted. The decorators have gone back to the styles in vogue between 1600 and 1790. To go on board the *Giulio Cesare* is like entering some historic palace. There is an abundance of room afforded by the unusual width and height of the public rooms.

The dining salon is said to be the most gorgeous dining room on any ship afloat. It occupies 2,700 square feet and is done in the style of the Regency period. It has a height of no less than twenty-three feet and light pours into it from extra large windows and a hammered-iron dome with gilted sides and opaque glass. The walls, the columns and the furniture are all made of costly woods and valuable paintings and rare carpets give the room the atmosphere of mansion.

The ball-room, dining-salon, lounge, hall and galleries in the after part of the ship are in the Louis XVI period; the galleries in the fore-part are in Directoire period; the private apartments are in the Directoire and Louis XVI period. The private dining rooms in Directoire, the children's room in Dutch and the smoking room in Jacobean styles.

The lounge is truly an entrance to a palace. Facing the stairway to the upper decks is the ship's office, which is also connected by telephone with every stateroom and other sections of the cabins de luxe.

The Smokers Cafe Lounge is decorated in Certosine Period, which presents a most quaint aspect, with its heavily beamed ceiling, panelled walls, and monumental marble fireplaces. This attractive room has an area of over 1000 sq. feet.

The Giulio Cesare Occupying Five Sections of Our Six Section 30,000 Ton Dry Dock

The Suites de luxe are unexcelled in point of elegance and space. Bed-rooms measure 172 sq. feet, and each suite, consists of bed room, sitting room, and bath room, which receive light from large windows. Two of the suites have double bed rooms.

The smallest detail bears the mark of refined taste, all charmingly, conveniently and sumptuously combined. Seventy five per cent. of the first class staterooms are furnished with private baths.

The grand Lounge is in pure Louis XIV period, measuring 59 feet by 43 feet, with a height at the centre of about 23 feet; on the walls are valuable tapestries, and on the forewall there is a marble fountain, carved by Trentacoste. Two great crystal doors divide the central vestibule from the two galleries.

The Galleries are in Regency period, fitted with shelves for a very well-stocked ship's library. The Ball-room, occupies an area of more than 200 sq. feet. This room is a triumph of magnificent proportions and decorations. From floor to ceiling, its walls are covered with costly wood, embellished with exquisite hand carving, framing fine tapestries and valuable paintings. It is the most sumptuously and brilliantly lighted salon in the ship; seven great windows open on the veranda; innumerable lamps make it a blaze of light in the evening.

The period is again Regency, into which fresh ideas are most artistically introduced.

The great vestibule of Deck B, is extended aft across two minor lounges in the Louis XIII Period into two other galleries in the same style, serving as writing rooms.

The open-air Promenade decks run, without a break, for a distance of nearly a mile, the open-air promenades, protected for most of their length in the afterpart, and along the whole of the front of the Saloon Deck, by verandas, palms and flowering plants.

There are a gymnasium and rooms for games, hairdressing saloons, a perfumery shop, tailors and dressmakers, a photographer, laundry. and a florist supplying fresh flowers from the conservatories on board.

Norway Has Ship Subsidy

NORWAY has appropriated 25,000,000 crowns, equivalent at normal exchange to $6,500,000 and at current exchange (16 cents equal to one crown) to about $4,000,000, under a ship subsidy plan administered by the Department of Commerce (Handels Departementet) which has discretionary powers over the allotment of 4,754,000 crowns to meet special services and emergencies and 56,300 crowns for the expense of administration. Government aid is paid only to ships which conform to the Governments requirements as to hulls, machinery and seaworthiness generally, and as to officers, crews etc. Here are some facts about the subsidy as reported in a bulletin issued by Eugene T. Chamberlain of the Transportation Division of the United States Bureau of Commerce:

"Companies receiving assistance must continue to perform services required by the department for three months after the end of the fiscal year, on the same terms as during the year.

"Government assistance is granted only after a complete financial statement is submitted to the department by each company asking aid, showing all the items of its operating expenses and receipts for the previous year and the particulars of its capital account. These statements are printed in full to accompany budget estimates for the next year. Companies are forbidden to apply reserve funds for depreciation, etc., to current expenses, and when a company retires from the services the King is authorized, in his discretion, to require reserve funds to be turned into the national treasury.

"Steamers receiving Government aid are required to carry members of the Norwegian Congress free of charge, and they are also required to carry mails free. In fact, the steamers and lines receiving Government assistance resemble in several respects star routes and rural free delivery routes in the United States, as on account of the configuration of Norway many points are accessible only by water. Of the 25,000,000 crowns, only 710,000 crowns are for Norwegian steamers in foreign trade."

Other leading maritime nations are putting into force measures designed to benefit their shipping, says a statement issued by the National Merchant Marine Association, Japan, Norway, France, Germany, Italy and Portugal are all hard at work trying to increase their overseas carrying trade by legislative and other means. Direct subsidies for operation are being used in several instances. Shipbuilding bounties are being granted. Even preferential tariff rates are being invoked. Great Britain continues its policy of mail and admiralty subsidies running into millions of pounds yearly.

Japan will soon have a fleet of new high grade merchant liners built with a government loan of 250,000,000 yen ($125,000,000, the saving in battleship maintenance under the Four Power Treaty.)

France is restoring its "sea bounties" for ship operation which amount to $13,000,000 a year. It disposed of its government owned ships soon after the war to French citizens at 400 francs ($80) a ton. She is now accepting as part of the German reparations, one ship of 14,000 gross tons to cost 8,5000,000 gold marks ($2,125,000) and another of 10,000 gross tons costing 6,000,000 gold marks ($1,500,000). When completed these vessels will run between France, India and China.

Heavy payments have been made to German shipowners to replace vessels lost in the war. Government loans at low rates are enabling the German shipping companies to build in German shipyards the most up-to-date liners.

Combination cargo and passenger steamers built with government aid during the next four fiscal years will cost the Italian government 325,000,000 lire ($65,000,000). Terms under which this money is granted provide for what is virtually a shipyard trust under government supervision and the creation of a well balanced merchant fleet suitable to Italy's trade. This nation already subsidizes shipowners and has a law restricting immigration to Italian flag vessels.

Preferential duties in the form of ten per cent. reduction in customs dues and ten per cent. decrease in assessments against vessels flying the Portugese flag is part of Portugal's plan to rehabilitate its merchant marine.

Great Britain continues its heavy yearly subventions to its old established lines the Cunard ($1,060,788); P. & O. Line ($1,484,130) and Union Castle Mail S. S. Co. ($656,910), etc.

When fame does come to the average man it roosts on his tombstone.

* * *

Use your mind as a storehouse, but not as a junkhouse.

Shipping Notes Gathered Here and There

England Encourages Emigration

THE step taken by the British Government recently to carry half the burden of all emigration charges and costs of approved emigrants sent to the Dominions of the United Kingdom, is indeed a subject of general interest. All arrangements have just been concluded which provides that the Imperial Government will undertake to finance emigration to the Dominions to the extent of 3,000,000 pounds annually. This means that as a result of organized endeavor the Empire is in a fair way of solving some of her industrial and unemployment problems. Attracted by the opportunity of having half of their expenses paid many families will be glad of the chance to emigrate to the Dominions where greater opportunities of employment and home establishment are afforded. This will relieve the congested labor markets at home and will also give to the Dominions additional population of first-class emigrants. Incidentally the passenger carriers should benefit to considerable extent.

England is putting into effect plans that are designed to develope her Dominion trade way beyond its present proportions. In fact there is a general feeling that England's future is dependent upon her success in developing her Dominion trade and the idea of financing emigrants is but one in this direction. With a greater number of her sons and daughters scattered to her Dominions there will naturally be a reflex action that will have a direct and beneficial bearing on her Dominion trade.

To Australia in 31 days

THE steamship *Port Adelaide* of the Commonwealth & Dominion Line, Ltd., which operates an express passenger and freight service between New York and Australian ports, via the Panama Canal, recently made the trip from New York to Brisbane, its first port of call, in thirty-one days, said to be the fastest voyage ever made from New York to Australia. This record cuts several days off the previous record. The Morse Company drew the tail shaft and rewooded the lower shaft of stern bearing on the *Port Adelaide* just prior to her record trip.

Hits at Anti-Subsidy Propaganda

AMERICANS should read over the following words of President Harding sent to Mr. Mondell, floor leader of the House of Representatives, recently anent the ship subsidy bill:

"Let me point out what I believe to be a well-screened source of opposition to an outstanding and confident American course in this matter. No well-developed maritime power of the Old World is craving the development of our shipping. We cannot complain thereat. I confess an admiration for the national spirit which always thinks of the interests of the homeland first. I crave its manifestation here at home in solving this problem. Other nations know the value of sea carrying as an adjunct of trade, and the individual discouragement abroad to our worthy aims—a discouragement often insidiously disseminated here—ought to argue an American interest no longer to be ignored."

New White Star Boat Launched

ANOTHER White Star Line passenger steamship, the *Doric*, of 16,000 tons, was safely launched at Belfast, Ireland, on August 9. This is the third of a group of so-called cabin class ships brought out this year by the White Star Line. In these ships the operators have developed the principle of high-grade accommodations at moderate rates, carrying but two classes of passengers, cabin and third. The *Doric* is 601 feet long and 68 feet wide. She has twin screws and will develope 17 knots speed.

Ship Construction Economies

NEW rules for the construction of steel ships have been framed and will be put into force in a few months by Lloyd's Register of Shipping. Reforms which are expected to effect notable economies in ship construction are the result of the combined judgments and opinions of the whole world, because Lloyd's has conducted a world wide research upon which it has based the new rules.

Furnished Medical Advice Free

IN a recent issue of *The Dial* we reported the new uses being made of wireless and radio at sea. Now comes an annoucement from the United Fruit Company to the effect that a new system of medical service and consultation by radio for ships at sea has been established by that Company. Such calls take precedence over all but S. O. S., calls and are planned to assist vessels not carrying medical officers. Characteristic of the liberal minded policy that has always marked the operation of United Fruit boats the service is free to ships of all nations. Briefly the plan means that the captain of any steamship requiring medical assistance may radio one of the hospitals or passenger ships of the United Fruit Company through their radio stations, furnishing the details of the case of illness or accident and receive without charge experienced medical advice. The company maintains hospital and radio stations in Panama, Costa Rica, Columbia, Guatemala, Honduras, New Orleans and Burrwood, Louisiana, Fort Morgan, Alabama, and Swan Island in the Caribbean Sea, and all of its passenger steamers carry physicians.

Subsidy Bill Up in November

AT the present writing the bill to establish an American Merchant Marine is slated for action in November. Republican leaders in congress announce that it will be taken up by the House shortly after election and acted upon promptly and it is expected to be in the hands of the Senate before the end of the month. Final passage by both branches is looked for about the beginning of next year. Representative William S. Greene (Rep.) chairman of the House committee on the Merchant Marine and Fisheries is confident of its passage "by an overwhelming vote." It is declared that President Harding consented to the postponement of action only after he had received assurance that the measure would be brought up in November and speedily acted upon.

Colorado Has Unique Features

THE *Colorado*, 6600 gross tons, is a new Ellerman-Wilson liner, recently launched to run between Hull and New York, which is attracting considerable attention because of several unique features. The double bottom tanks are arranged for the carriage of oil fuel, and steam pipes are fitted round the tank suctions to liquify the heavy oil. The steering-gear is located in a large steel house on the poop-deck, and is worked by telemotor from the navigating bridge.

The best way to hold a job is to fill it.

Education must come before progress.

Our Viewpoint from the Masthead

THE MORSE DRY DOCK DIAL
A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company and the interests of the Company.
BERT EDWARD BARNES, Editor.
Vol. 5 No. 10

The Present

DO you realize we are living in the greatest age in history?

Painting and sculpture were greater in the time of the Greeks' world supremacy 2000 years ago. Better poetry was written in the time of Tennyson. But the civilization and standards of living of those days did not compare with ours.

Men really live more in a year now than they did in a life-time 200 years ago.

In our own day even we have seen remarkable progress, both social and industrial. Electric lights have come into use only within the past 40 years, and other electrical machinery at much later dates. The telephone has been developed in the past 30 years, the automobile in the past 20 years, moving pictures within 15 years, the airplane and the submarine in the past 10 years.

It is only within 100 years that steamships have been used. Agricultural labor savers,—the cotton gin, the reaper and binder, the gang plow,—industrial machinery, and the telegraph have been developed.

The radiophone is new and its possibilities are only in their first stages.

Yet there are those who tell us "there is nothing new in the world," that all discoveries have been made; that there are no chances for success today.

That is because their brains are workin in the same old groove. They are too brain-lazy to stir up their initiative and penetrate new fields.

Opportunity was never greater than it is today. We have thousands of years of achievement and progress on which to build. We have the discoveries and the results of painstaking toil of others right at hand. We start from where they left off with a wider vision and correspondingly greater chances of success than they had.

Undreamed of discoveries in science and invention and in daily living are waiting for the courage and initiative of someone who is going to walk outside the beaten path. The world is holding rich rewards for those who shall deserve them.

Never was the proverb, "There is no time like the present," more true than today. Bad industrial conditions, unemployment, social unrest are no excuses. They are challengers to our best.

* * *

Go to success for advice, to failure for warning.

Eliminate the Nonsense

TOO often the labor union as it is constituted today protects the lazy, dishonest incompetent individual and in this way works a hardship upon the industry represented which makes it impossible to meet the high wages demanded.

A printing establishment, known to the writer, was struggling during a dull season to get its production up to a point where its work would be more profitable. It had a superintendent who was disposed to be very considerate of the help and to make concessions that were not customary in the trade. Workers in the shop all agreed that it was an ideal place, that the management was fair and always ready to give a square deal.

Then one day a new pressman came to the plant, probably from a shop where conditions had not been congenial. He was a union man and he demanded every advantage which his card entitled him to. The chap who had been feeder on the same press under the previous mechanic was also a union member, but having worked in this particular shop and learned something about the fairness of its management, he was always willing to stretch a point

in favor of the management whenever the ocassion required. The union regulations ordinarily prohibited him from working on anything but the cylinder presses, although he was a good job press man.

The shop was not a large one and not always was there sufficient work to keep him busy on the cylinders and it had been the habit of the foreman to shift the feeder to a job press now and then, a practice not unusual in a small shop.

This always vexed the new pressman who felt that he was being imposed upon whenever he had to feed his own press but instead of talking the matter over with the foreman in a man to man fashion he reported the matter to the union and the feeder who was innocent of any serious violation of his union oath was called to account.

The management of the shop was out sick for a few weeks and there wasn't close supervision as ordinarily and the new pressman had things very much his own way. What happened affected nearly every one of the employees in that plant. It threw several of them out of work because the shop was not able to ride over the hard period that had come. Had the pressman done his utmost the shop could have survived because there was just enough work if produced profitably to maintain the payroll and the operating costs.

The other day we read about the shipbuilders of England in connection with the introduction of an automatic burner. The burner in the hands of one man does the work formerly requiring a dozen men. The unionists at Birkenhead refused to permit the company to use the burners unless full wages were paid to the men who might be put out of employment. A long strike resulted and was settled only by limiting automatic burners used to a small number.

Supposing something of the same kind had happened when the railways were first inaugurated. Teamsters, drivers and others lost their employment when the railways began to replace horse drawn vehicles and they might have been justified in feeling the same way as the English trade unionists feel about the burners.

There's lots of harmful nonsense in trade union regulations which must be done away with if this or any other country is going to prosper. If it was only a question of high wages and shorter hours which the manufacturer has to deal with when considering the labor union there wouldn't be much trouble because high wages and shorter hours would be possible if production was what it should and could be.

Just One Minute!

YOU can read this in one minute. By the time you reach the last line, property worth $923 will have been destroyed by fire somewhere in the United States.

Minute after minute, day after day, on the average, this appalling pace keeps up, to a grand yearly total of $485,000,000.

That, at least, was the record in 1921. What the showing will be this year, and in the years to come depends, in large measure, on you.

Ninety per cent. of all fires are preventable, for they are due to carelessness.

Take a look in your cellar, your attic, that closet. Clear out the rubbish—the old stuff stored away because "maybe some day we'll find a use for it." Many fires about the house are born in trash piles.

A minute's thought now may save the patient accumulation of a lifetime from the ravages of fire.

After all, it's chiefly a matter of protecting your own dwelling and those whose presence there makes it home. Isn't it worth a minute to you?

For and Aft

T his is His though *T*
H ow an And 'twas good enoug *H*
E ditor Though very simpl *E*

M anifested Said he: "Now a *M*
O riginality, I smart, or d *O*
R elinquishing You call me cleve *R*
S et style in an For having done thi *S*
E ndeavor to set Thing; my vers *E*

D own May be ba *D*
I n Or blank, but *I*
A straight Worked out the ide *A*
L ine Of a double-face DIA *L*

After acquiring a good appetite a man tries to get rid of it.

You are only responsible for one tongue. Let others say what they please.

It is hard to down an upright citizen.

Use your mind as a storehouse, but not as a junkhouse.

Run A Savings Contest

POVERTY is the difference between good management and poor management of ones income. An income can be ever so small but if properly managed it can be made to go a longer ways than will the larger income of a person who is a poor manager of his resources. This is not a plea for small incomes, but instead a plea for thrift. Poverty is the cause of the greatest unhapiness.

The writer was approached the other day by an intelligent, though decrepid individual the burden of whose message was this: "Man, I'm sick and I need help; I'm down and out; I can't get work and I've got the T. B.; my room rent is due; I have no friends or relatives; I guess I'm goin' to die, won't you give me the price of a bite to eat; I don't like to beg, never did before, but I just have to now, things are so rotten."

As we passed over a piece of change we said something about the good wages he must have made at some time or other. "I'm a railroad telegrapher and I made good pay," was the reply, "but I didn't know enough to save my money and this is what I have come to."

This fellow was a poor manager. He seemingly had been well-meaning and industrious; he was different than the average panhandler and actually did seem ashamed to be begging. In his palmy days he was careless with his money; careless when buying his food and clothing and very likely overindulgent when planning his pleasures.

Just as some old philosopher has said, a "poor man has poor ways." The man who can't successfully manage his own income can't successfully manage a business because the management of a business requires care, skill and planning and above all, constant thought about the days to come.

Here's a suggestion for a test of one's ability to manage. When you receive your pay envelope next week—don't wait until the following week—set aside *something* no matter how small and the following week equal or increase the amount. Put it in a savings bank or buy postal savings stamps with it. This will begin the thrift habit for you and if you persist at it a few weeks you will be amazed at the pleasures there are in saving. Set a goal for yourself and run a savings contest.

Employees Association Directory

Officers

President, HUGH McQUILLEN, Inside Machinists Department
Vice-President, HUGH CALLAHAN, Dock Hands Department
Secretary, EDWARD HANNAVIN, Brass Storeroom
Treasurer, MORTIMER W. MEAD, Office

Relief Committee: THOMAS CALLAHAN, Dock Hands; CHARLES WINKLER, Pipe Shop; THOMAS WHITELAW, Hull Dept.

Engine Dismantled to Replace Bed-Plates

AN unusual job, unusual because it so seldom has to be done, was recently completed here in connection with repairs to the *S. S. Gedania*, a Standard Oil boat flying the Free State of Danzig flag. The bedplate of the boat had been so seriously impaired because of original defects in the casting, it became necessary to replace it and to do so required the complete dismantling of the engine and the removal of the bedplate intact. A new casting was obtained and after being milled to fit the alloted space and accommodate the columns, was installed.

The small space in the engine room made it impossible to raise the columns and engine and remove the bedplate without dismantling the engine entirely. It is said by engineers familiar with all classes of ship repairs that a similar job has never been done in America before and that only twice has it been undertaken in England. Before replacing the old bedplate and pending delivery of the new casting Morse mechanics repaired the old bedplate temporarily permiting the boat to continue in commission until the new bedplate was ready.

Paddy Kelly of the dock hands is getting to be a real radio fan. It is rumored that Hughie McQuillan, president of the Employees' Association, is thinking of installing a receiving set so that he can get the political news that Paddy receives hot from Washington.

Chairman Lasker of the Shipping Board recently announced that "liners superior to anything in the world will be operated under the American flag," if the Shipping Bill is passed. He stated that a movement is under way to form a $30,000,000 American steamship company and that plans call for two electrically driven liners, each of 70,000 gross tons and 1000 feet long, with a passenger carrying capacity of 3000 persons.

Sam Rich of the Electric Welders and Boilermakers, has returned to Bridgeport, Ct. Rumor has it that he is to be married.

Leonard Privatera of the machine shop, and Mrs. Privatera, made a trip to Niagara Falls over Labor Day, accompanying a fraternal delegation, and they report a delightful time.

Truck Built from the Fire Ruins by Our Mechanics

Were it not for the fools the wise guys would have to turn their hands to honest labor.

No disappointment can be quite so intolerable as disappointment in one's self.

Air-Bird Nips "Nimble Turtle"

CAPTAIN Kirby reports an odd accident to the *Nimble Turtle* recently. A hydroplane swooped down on her and nearly sent the launch to Davy Jone's locker. Had the collision happened a second later the hydroplane would have smashed the *Nimble Turtle* in two and probably would have been seriously crippled itself. As it was the stem of the launch was damaged and one of the pontoons of the hydroplane was ripped open, making it necessary for the hydroplane to continue on its way up after hitting the launch. "The traffic cop was off getting his lunch," Capt. Kirby explained in telling about the accident, "or that fellow would have been pinched. It's getting fierce these days. Any boatman who hasn't eyes in back of his head is out'a luck. 'Admiral' Moore fortunately can see all about him at all times, otherwise he'd been done for long ago."

William Clark, drillers helper and Charles Seiter, heater, have been laid up by injuries but are reported on the road to recovery much to the gratification of their friends in the yard.

Jack Gibbs, nearly five years assistant pipe shop foreman at the Bethlehem Shipbuilding plant in Elizabethport, N. J., and for many years connected with the Robins Dry Dock & Repair Co., as outside snapper, is now assistant to Jack Nevada, our pipe shop foreman. Gibbs has a record for being a producer and has been accorded a hearty welcome by his friends here.

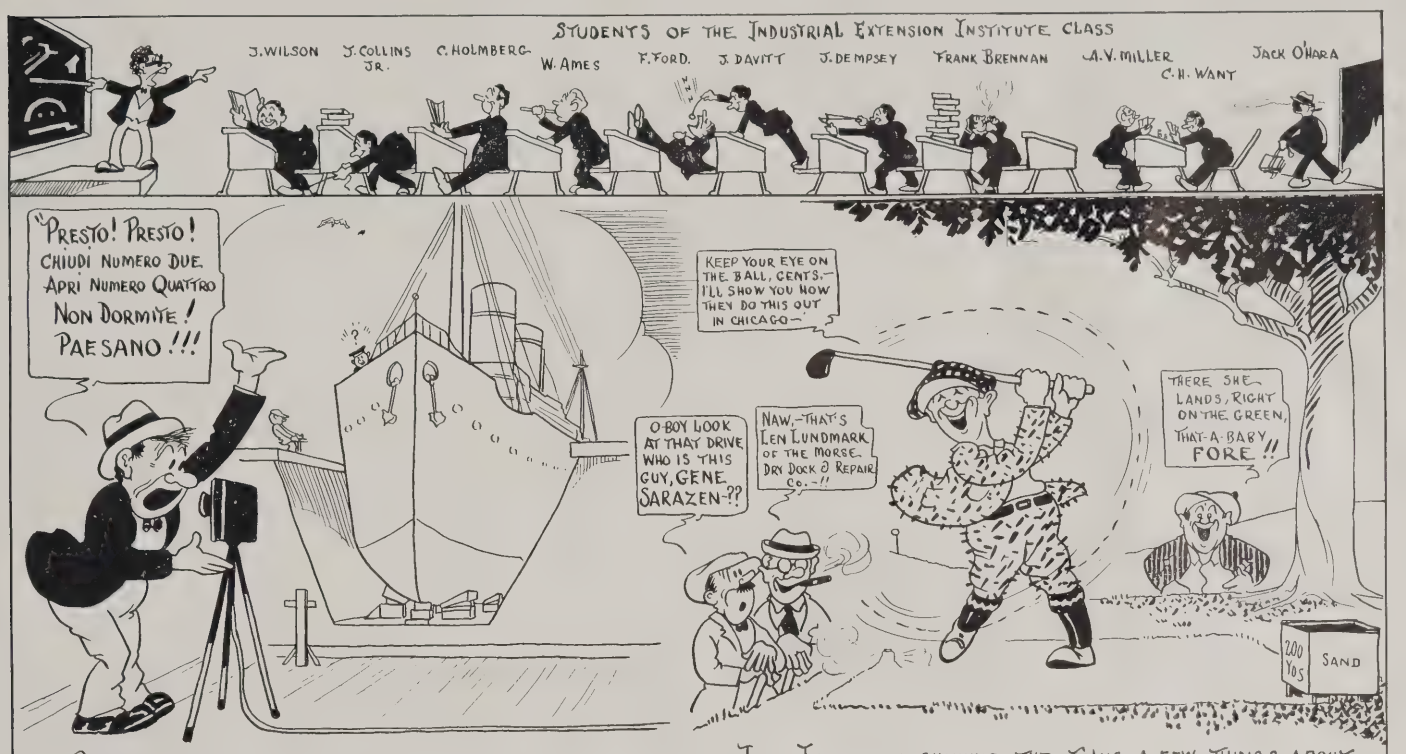
"The race is not the swift." No; but neither is it to the lazy.

The largest room in the world is the "Room for Improvement." Try it.

Electricians and Helpers who Worked on the S. S. Taft Job

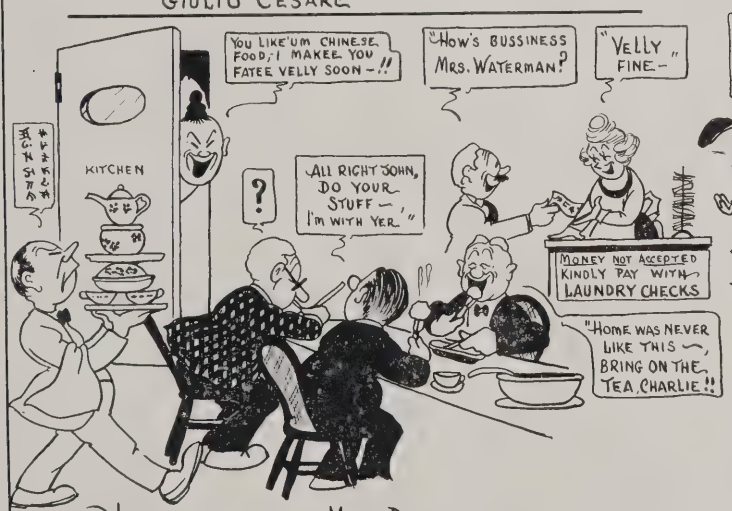
New Bedplate Installed In S. S. Gedania

The Passing Show By E. E. Donnelly

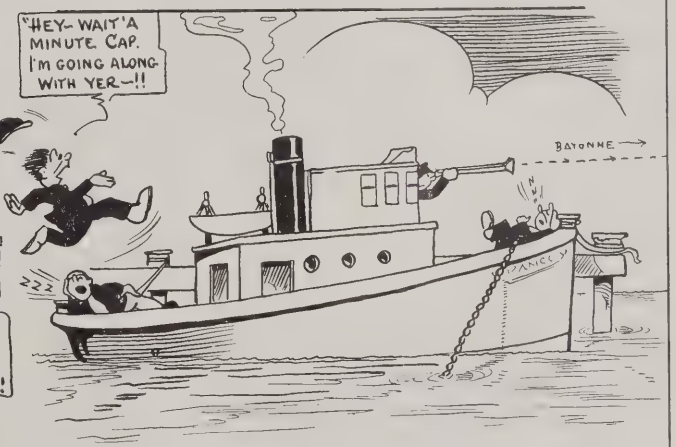

STUDENTS OF THE INDUSTRIAL EXTENSION INSTITUTE CLASS
J. WILSON
J. COLLINS JR.
C. HOLMBERG
W. AMES
F. FORD
J. DAVITT
J. DEMPSEY
FRANK BRENNAN
A. V. MILLER
C. H. WANT
JACK O'HARA
"PRESTO! PRESTO! CHIUDI NUMERO DUE. APRI NUMERO QUATTRO NON DORMITE! PAESANO!!!"
O-BOY LOOK AT THAT DRIVE WHO IS THIS GUY, GENE SARAZEN-??
KEEP YOUR EYE ON THE BALL, GENTS.— I'LL SHOW YOU HOW THEY DO THIS OUT IN CHICAGO—
NAW,—THAT'S LEN LUNDMARK OF THE MORSE DRY DOCK & REPAIR CO.—!!
THERE SHE LANDS, RIGHT ON THE GREEN, THAT-A-BABY FORE!!
200 YDS
SAND

FRANK CONNORS GIVING HIS INSTRUCTIONS TO THE DOCK-HANDS, WHEN THEY RAISED THE BIG ITALIAN STEAMSHIP "GIULIO CESARE"

LEON LUNDMARK SHOWING THE FOLKS A FEW THINGS ABOUT THE GAME, UP AT THE WASHINGTON, CONN. GOLF COURSE DURING HIS VACATION RECENTLY.


KITCHEN
YOU LIKE'UM CHINESE FOOD; I MAKEE YOU FATEE VELLY SOON—!!
"HOW'S BUSSINESS MRS. WATERMAN?
"VELLY" FINE—
ALL RIGHT JOHN, DO YOUR STUFF— I'm WITH YER."
?
MONEY NOT ACCEPTED KINDLY PAY WITH LAUNDRY CHECKS
"HOME WAS NEVER LIKE THIS—, BRING ON THE TEA, CHARLIE!!

NOON-HOUR IN THE MAIN DINNING ROOM.



JACK GIBBS OF THE PIPE SHOP BREAKING ALL SPRINT RECORDS TO CATCH THE PANUCO AS SHE IS ABOUT TO LEAVE ON A TRIP TO BAYONNE.

MISS MILLER AND A GIRL FRIEND HIKING THROUGH THE CATSKILL MTS. ON THEIR VACATION.

OUR OWN MOVIES
Presenting Miss Miller IN "Never Again"
"AR-AR-WE GETTING NEAR THE TOP-P-P PUFF-PUFF"
"YES, ONLY ONE MORE MILE AN' WE'LL BE OVER THIS MT."
"FOR LAWD'S SAKES, MILLER; HOW DID YOU EVER FALL DOWN THERE-??
"NEVER MIND THE QUESTIONS GET ME UP OUT OF HERE"
HELP, I'm CAUGHT,—COME BACK HERE— I C'ANT GET THROUGH—!
HERE WE ARE FOLKS BACK AGAIN JUST FINISHED A 10 MILE HIKE—
"Never Again"
Ed. Donnelly

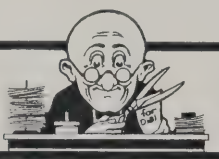
Death Takes Joe Plant

JOSEPH PLANT, a foreman in our wood working department, for many years, died recently after a prolonged illness, at his home 451 Fortieth street, Brooklyn. He was a native of this city and is survived by his wife, a son Chester, and two daughters, Carrie and Florence; three brothers, Charles, Sylvester and William and two sisters, Mrs. Mary Ewler and Mrs. Esther Codfrey. Burial was in Evergreen cementery. Mr. Plant was one of the oldest foremen in the employ of the company and had a legion of friends among those who have been associated with him.

Mr. Morse considered Mr. Plant one of his most loyal employees and feels deeply his loss. "Joe Plant came to this company shortly after we purchased the property at the foot of 56th street in 1900," said Mr. Morse. John Munn operated a small yacht building yard and dry dock adjacent to us and Joe Plant was his foreman and dock master. We bought the Munn plant and Joe came with us then and remained a faithful and valued employee of this company until his death. No man in our employ has given more faithful service or has been more loyal to the Company's interests than Joe. I remember very well one incident which proved his loyalty. During the early part of the history of this company when strikes were the rule and not the exception, Joe stuck to the company through thick and thin. On one occasion in 1906 he stopped in a cafe at the corner of Fifty-seven street for a glass of beer. The place was full of strikers who had been out for a month or more and were naturally very bitter. They began to nag Joe and someone in the crowd passed an ugly remark about the company and me in particular.

"Joe went to the center of the room, fighting mad, and announced that the man who had made the remark would either have to take back what he had said about me or fight. Joe was pretty husky in those days and none of the gang wanted to tackle him. The man who had made the remark which angered Joe appologized."

Mr. Plant was taken sick with tuberculosis about two years ago and Mr. Morse insisted upon his going to the Catskills to see if he could be cured. For a time he seemed better but he insisted upon frequent visits to the plant to see Mr. Morse and his friends and these trips proved too wearing for him and he finally became so sick recovery was not possible and passed out leaving a legion of ardent friends.

SCISSOR  THEFTS

An Apology

IN the August issue of *The Dial* we used on this page a short article entitled "Jerry Moore" which we reprinted from another publication that had credited the article to *The Booster*. It has since been brought to our attention that the article was copyrighted matter from the pen of E. A. Townley, one of the cleverest house-organ men in the country, who writes under the name of "A. Booster," in *The Ambassador*, Niagara Paper Company. We are sorry to have used the article without permission but did so quite unaware of the fact that the article was copyrighted material, inasmuch as the copyright line did not appear in the publication we reprinted it from. Accordingly we feel that this explanation is due to the author of the article.

The Latest Version

A happy husband and father went for a walk in the woods one day in the late summer, and during the afternoon a heavy thunder storm overtook him. Wishing to keep as dry as possible, he crawled into a hollow log where he lay while the rain fell in torrents, and the log swelled so that when the sun shone again he found it impossible to get out of it. After struggling for some time, he resigned himself to die and began to think of his wife and children, and when he remembered that they would be left destitute as he had failed to save any money and had neglected to insure his life, he felt so small that he slid easily out of the log!

* * *

As A Man Thinketh

If a man thinks every one is against him, he will soon begin to treat them so they will be. If he thinks every one is his friend, he will treat them right, unconsciously, and they soon will be his friends. The man who lives his daily life according to this formula has in his makeup a spark of sound and true philosophy that will make his life brighter. If we put into all the relations with our fellows a full measure of friendliness and good will, we are pretty sure to get it back, full and overflowing. On the other hand, if a man is suspicious of everybody, every one will be suspicious of him. The man who goes about looking for a fight is sure to get licked some day, good and plenty.

True friendliness is founded on sincerity. And sincerity is about the only thing in this world that can't be counterfeited. The impulse toward friendliness springs from the very soul of a man.

The world needs friedliness and kindness, and good will. Not Sundays only, but every day in the week, and every hour of every day. Think friendly thoughts. If you've got a soul, don't be ashamed of it. Bring it into the office with you. For the soul is the source and fountain-head of every good and worthy impulse. Put your faith in men. Believe they are your friends, and they will be.—*Earnshaw Press.*

Business is

"Dull," remarked the scissors grinder.

"Looking up," declared the astronomer.

"Dead," said the undertaker.

"Fine," said the judge.

"Looking better," said the beauty doctor.

"Rotten," said the egg man.

"I have seen the wurst," said the butcher.

"Just sew, sew," said the dressmaker.

"Bum," said the hobo.

"Pretty soft," said the matress maker.

"Light," said the gas man.

"Fare," said the street car conductor.

* * *

Breaking the Rules

"What are you doin' of, James?"

"Sharpenin' a bit o' pencil."

"You'll 'ave the union after you, me lad. That's a carpenter's job.

* * *

Not a Life Preserver

I asked the boss for an increase in salary. Told him I couldn't live on the sum I was getting.

What did he say?

Told me it was a business, not a life-saving institution he was running.

* * *

Examiner (questioning applicant for life saving job)—What would you do if you saw a woman being washed out to the sea?

Applicant—I'd throw her a cake of soap.

Examiner—Why a cake of soap?

Applicant—To wash her back.

Safety First

A peanut sat on a railroad track,
Its heart was all-flutter,
The 3:24 came thundering past,
Toot, toot, peanut butter.

—Pantograph.

* * *

Mary had a swarm of bees,
And they, to save their lives,
Must go wherever Mary goes—
For Mary has the hives.

—Royal Gaboon.

* * *

O chemist of skill investigate,
Answer this quiz of mine;
I think I know what Carbonate—
But where did Iodine?

—Burr.

* * *

This marriage game has changed a lot
Since Ma's time, I confess;
Girls married then for good or bad,
But now—for more or less.

* * *

A fussy young lady from Boise
Said "I do like N'Yawk, it's so noise;
Its just full of zest
But when rest is my quest
I take the subway to New Joise."

* * *

My Bonnie leaned over the gas tank,
The height of the contents to see;
He lighted a match to assist him—
Oh, bring back my bonnie to me!

—Virginia Reel.

* * *

We saw a snapshot of A. V. Miller in a bathing suit recently and are trying to get permission to use it for a cover design but thus far we have been unsuccessful. We hope some of our good friends will use their influence in our behalf.

* * *

No! Cashier Piper hasn't taken a trucking job as so many of his coworkers seemed to think when they saw him riding in one of our trucks recently. He merely was on his way to the subway.

* * *

Some mistook the editor for Harry Thompson recently and forthwith we went to the barber shop and demand a haircut which would eliminate all resemblance. Seemingly we got it alright because there has been no end of comment about it but we don't mind that so long as the other mistake isn't made again.

* * *

John Herrlein, employed in the cost department, has resigned to go into business for himself.

The Office Cat Says—

Miss Kirsten Jensen spent her vacation in Montreal, visiting Mrs. Jack Niles, who was formerly Miss Jensen's assistant in the yard hospital and known to Morse employees as Miss Campbell. Mrs. Niles made many friends during her employment here because of her sunny disposition. She is very happily married and enjoys a delightful home in Montreal.

* * *

Thomas Watson who has spent the last few summers as an office boy here, has returned to high school to complete his education. Tom has always been a popular member of the office boy staff.

* * *

The Cost department has a group of ambitious workers. Almost everyone in the department is studying in the city night schools the young ladies learning dress-making and the young men taking up various studies such as free hand drawing, secretarial work, etc.

* * *

Miss Carrie Pierce of the Cost department entertained in a delightful manner one noon hour by telling fortunes from a horoscope book.

* * *

With the return of cold weather checkers are again the great indoor noon-hour sport in the Cost department.

* * *

Mortimer W. Mead, Employment and Service Manager, spent part of his vacation at the various New Jersey shore resorts.

* * *

A. W. Murray, assistant general manager, has been enjoying a vacation during which time he visited England, accompanied by his family.

* * *

Miss Evelyn McIvor, formerly of Canada, is a new nurse in the yard hospital.

* * *

Leon Lundmark says a man can be heard playing golf a long way off.

* * *

Helen Hayes, of the payroll department, recently celebrated her eighteenth birthday as was evidenced by the many presents received.

* * *

Miss Marian Rauscher of the payroll department, like many of the young ladies in our office force, is studying dressmaking. She is very fond of Jersey dresses, whatever they may be.

C. E. Crowe who has been a general foreman for some time has been transferred to the estimating department.

James Coffey is back on his old job as general foreman after an extended absence.

* * *

William A. Schneider, formerly assistant in the Employment Bureau is now a shop clerk.

* * *

J. L. Burgess of the truck garage has been away on a honeymoon, so his friends report.

* * *

Jack Gannon has been transferred from the timekeeping department, where he served for a long time, to the cost department, a promotion merited by faithful service.

* * *

William Sin, who has cooked in the navy and on some of the largest steamships in the passenger and merchant trade, is responsible for the delightful meals now being served in the office dining room, many of them distinctively Chinese. "Jimmie" as he is called, deserves his popularity. T. Fong, a new waiter, has also won the admiration of those who patronize the dining room.

* * *

Peggy Dolan and Ann Badger are exercising, Peggy to gain weight and Ann to reduce. Both are taking the same exxercises.

* * *

"Slim" Carr formerly of the pipe shop, and always an active member of the Employees Association, was seriously injured recently when an automobile crashed into a milk wagon he was driving. He is reported as now being on the road to recovery.

A LITTLE BIRD TOLD ME

Hugh Pace, pipe shop snapper, was approached by a helper who presented a requisition for "two pipes," size not mentioned. "What do you want, clay or wooden pipes?" asked Pace and the helper hasn't yet discovered what he meant.

Hugh McQuillan lost two things in one day, a toothache of short duration and a grouch of long standing. He had the tooth yanked.

Bill Foster and J. Devine of the pipe coverers, held a debate recently on the art of home brewing. Jim Murray hushed them up by starting to sing "How Dry I am." They wouldn't take the hint.

Johnny Nallin, riveter snapper, is wise to a barber shop where one can get a haircut and shave for thirty cents. "Yer gotta economize these days," says Nallin, "what with no soap to be had."

Jacob Moses, employed as an electrician helper during the strenuous war days and a frequent contributor to *The Dial* in which he took special interest, is now the publisher of a magazine called *The New Pen*, which is making quite a hit with budding authors. Moses is leading his followers into the Promised Land of literary success. He has many men of note as contributors: Morris Rosenfeld, veteran Jewis poet, Edwin Harris, fiction and drama critic, and Elbert Aidline Trommer, poet and journalist.

Friends of Edward McGibney of the plate shop, sympathize with him in the recent death of his wife who had been sick for a long time. The funeral was held from the home, 547 Fifty-sixth street, Brooklyn, September 2 and was attended by several of Mr. McGibney's co-workers.

Jens Jensen, outside machinist, is receiving the condolences of his friends, over the very sudden death of his wife recently. Mrs. Jensen died but a few hours after she was taken seriously ill.

When an employee ceases thinking of the business as "ours," he is greasing the skids.

Tom Brennan of the pipe shop, returned from a vacation spent at Asbury Park and reported that he had a tough job acting as a judge in a baby parade.

It is reported that Joseph McGuirk, former president of the Employees' Association, who has been absent from the yard for some time, has been assisting his brother in the construction of a house somewhere in New Jersey. Other reports have it that Joe has been mixing things up in politics. At any rate his friends here have missed him.

Johnny Best, ex-Morse pugilist, is back in town and looking for bouts. Johnny is known as the feather weight "champ" of Scotland.

Bobby Emmerick ex-Morse baseball star, now in the Eastern League, paid a visit to the yard recently and renewed acquaintance with many of the old timers who were glad to see him.

Pete Grant of the superintendent's staff, has recovered from his recent illness and is back on the job.

Walter Brooks, pipe fitter, Patrick Walsh and Fred Striebel, pipecoverer helper, have been reported on the accident or sick list, Brooks with a broken knee cap, Walsh with an injury in his head sustained when struck by a coil of rope and Striebel, with an attack of pleurisy. The friends of all three hope for a speedy recovery.

The joiner and carpenter shops recently completed a unique job in the construction of a store front for a shoe dealer in Chester, Pa. Apart from proving the versatility of our wood working department the job also shows masterworkmanship.

Mat McCarragher of the pipe shop is said to be quite a handy man about the house. He's reported as making a gas stove for his wife.

Joseph Tiso who has been in the outside machinist department for a long while, has establish an automobile repair service of his own at the Bush Terminal Garage, 348 Thirty-seventh street, Brooklyn, and is doing well.

President McQuillan of the Employees Association is taking time by the forelock and has begun to select the annual ball committee to arrange for the big time in January.

The series of open air monthly meetings of the Employees' Association which have proved so popular this summer, ended with the September meeting held the last of the month. All during the summer these meetings have been well attended by the families of Morse employees who come to enjoy the music, vaudeville and boxing entertainments provided.

Milton Heintze, for a long time employed here, but more recently a member of the New York city police force, pounced upon a bold, bad gunman recently, only to find that the desperado was using a glass pistol to hold up his victim. The hold-up was the real thing so far as the victim was concerned but it took only one punch from Heintze's right to lay out the bandit.

The boys in the yard sympathize with Philip Calamari, drillers helper, E. C. Bayles, outside machinist, William Carstairs, carpenter, and William Toms, machinist helper, who have been laid up recently because of injuries. Calamari was injured on July 7 in the plate shop and has been under the care of an eye specialist. Bayles has been out for some time because of a fractured finger. Carstairs and Toms were injured on July 15 and have had to spend some time in the hospital.

Bill Wincke, foreman in the plate shop, contracted a serious case of poison ivy during his vacation recently and has been having a hard time of it —what with the agonies occasioned by the poison and the tormentations of his joking friends.

The boys in the new branch shop at Twenty-third street and Thirteenth avenue, New York, have the convenience of a park nearby in which to spend their lunch hour. Arthur Natock, sheet metal worker, likes the park so well he has his wife visit him every noon hour and they have their lunch together—sort of picnic fashion.

W. H. Neil has been employed as a solicitor for the new branch shop at Twenty-third street and Thirteenth avvenue.

Jack Nevada, superintendent of the copper, sheet metal and pipe shops, has returned to work after an enforced vacation due to an injured hip.

A Nickel a Week
What For?

(Editor's Note—*Below are extracts from a series of pamphlets issued by the Employees Association during 1921 to acquaint members with the benefits and purposes of the organization. As there are many new members now among us we are reprinting these extracts because it is felt that they will help the new comers, as well as the old members, to better understand the uses to which that Nickel a Week are put.)*

By Jit Nee

"INSURANCE!" There's a great subject for a long-winded fellow. Why, man alive! Give me a subject like "Insurance," and I could talk on it until Ireland is free.

I'll tell you something about insurance—no, don't walk away; I'm not going to sell you any. Just want to tell you a little story.

I promised to say something about the insurance man. You know this insurance man makes a visit to the yard hospital every Thursday. He gets the claim slips signed by the nurse and thereby enables an injured man to get his benefits on Saturday morning.

Don't have to do this, understand, but he's human, and like the rest of us, likes to count on a little money for Saturday, because that's the day to settle up the "swindle sheet" that the butcher, the baker and the groceryman send in.

Well, as I was saying, the insurance man goes in there this Thursday, and he notices the nurse bandaging the injured leg of one of the fellows we know.

Now, it's a common weakness for insurance men to pick on somebody who's hurt or dying and you might as well have tried to keep a chorus girl out of a limousine as to keep this insurance man from asking the poor guy if he was insured.

"I was insured," the poor fellow said, as the nurse took another round with the bandage, "but I left the yard, and didn't renew it when I came back."

And so help me, if that insurance man didn't pipe up and say, "Too bad, Sorry," and then go ahead and make an earnest effort to get the poor fellow his benefits. I don't know whether or not he found a loophole for extracting the benefits for the man, but at any rate, some sort of financial assistance was obtained.

You know what that meant. I don't have to tell you. I will tell you, though, what he said to the nurse when she assured him that he'd be O. K. and that he was lucky to have obtained even a little assistance.

He said, "You're right! It's mighty fine of them. Gad, but a thing like that makes a man think!"

As some fellow said, "There's nothing sure but death and taxes." It's a fact too. Taxes are painfully regular and death is certain and sure. That's why the "sure" is in insurance.

Death and insurance seem to go pretty well together. If you have one the other is easier to bear. A fellow that is insured expects to die and the fellow that's dying expects his insurance. Just like betting on a sure thing.

Well this fellow I was speaking about had carried "yard" insurance. What I mean by "yard" insurance is that policy ADOPTED BY THE EMPLOYEES' ASSOCIATION.

Like a lot of my Buddies in the Army, I swung a $10,000 policy and Bo, for that amount you could get poison in your soup. Well, we thought it was great to get a chance at ten thousand iron men and not stand any medical examination for it, but, come to think of it, we didn't need an examination. If we weren't fit, we would't have been there. And this brings me to the feature of our ASSOCIATION INSURANCE.

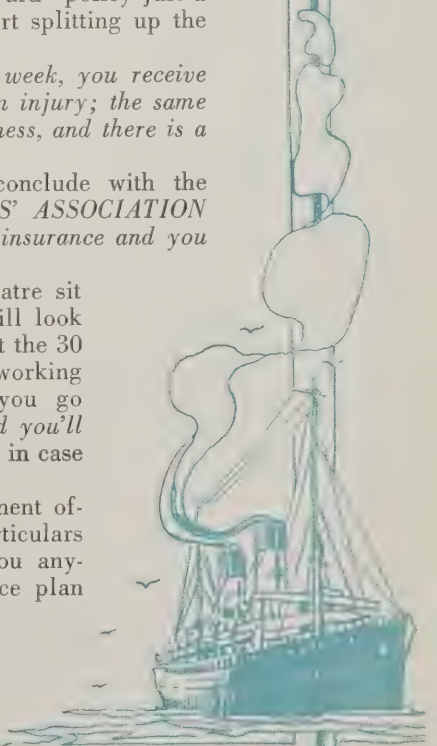
Why, man alive! To carry that *there is no medical examination and there is no age limit.* Just read that last line again, Brother, and if you see it as I do, you can take out a "yard" policy just a few hours before your heirs start splitting up the cased goods in the cellar.

For a little over 30 cents a week, you receive $10 per week for disability from injury; the same amount for disability from sickness, and there is a death benefit of $500.

Consider these things and conclude with the thought that *THE EMPLOYEES' ASSOCIATION collects and takes care of your insurance and you are not put to the least bother.*

The next time you go to theatre sit up in the balcony. The show will look just as good when you know that the 30 cents you saved on the seat is working for you at the plant. When you go home, tonight, look *around, and you'll see where you can* use $7 a week in case of sickness or accident.

Mr. McQuaid in the Employment office will give you further particulars any noon time. It wont cost you anything to ask about the insurance plan any way.



MORSE for Ship Repairs and Reconditioning

Dry Docks up to 30,000 tons Capacity. Complete facilities for all kinds of ship repairs and reconditioning.

A new, modern, daylight Manhattan plant (next to the White Star Piers) enables us to give spot service in emergency and voyage repairs.

LIKE the Towering Buildings of Manhattan, the Enviable Reputation which our Friends in the Shipping Trade have Bestowed upon this Company Stands on a Firm Foundation. Conscientious, Faithfull Service and Expert, Thorough Workmanship are Responsible for the Statement Frequently made that the Morse Company is the Most Dependable Organization of its Kind in the World. And to Us it Seems Quite Natural that the Best Equipped and most Carefully Managed Plant it is Possible to Maintain Should Win the Commanding Position that has been Accorded Us.

MORSE DRY DOCK & REPAIR COMPANY

BROOKLYN, N. Y.

Foot of 56th St., Telephone Sunset 5100. Cable Address: Pyrosison, N. Y.

The Prince-Wark Company of New York City

The MORSE DIAL

November, 1922

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Ghosts

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BILLY JONES was afraid of ghosts. Somebody told him there were ghosts, told him very impressively, and after that no amount of argument could convince him there were no ghosts.

It was late in the fall—the frost was on the pumpkin, the chestnut burrs were bursting on the trees. Billy was fond of chestnuts. He knew where there were two fine trees in a big wood, but someone had told Billy there were ghosts in the woods so he didn't dare go in.

As Billy stood at the edge of the wood other small boys came along, all intent on the same chestnut trees.

"Don't go in," said Billy. "Ghosts—you'll never come out alive."

Billy's manner was awe-full; it was impressive. It made the smaller boys stick their toes in earth and think as deeply as they knew how.

"There ain't no ghosts on Sunday," said Billy. "Let's wait till tomorrow then we'll go in."

Just then there was a big commotion over back of the trees and all but two of the boys ran for their lives.

Jimmy looked at George and said, "There ain't no ghosts. Billy's a 'fraid-cat. That's farmer Wilkin's cow in the woods. Let's go in and get those nuts then when Billy and the gang come 'round tomorrow—well, let's get ours now."

So Jimmy and George went in. You know the rest of the story. You also know how many nuts were left for Billy and the gang when Sunday came.

There are a good many Billy Joneses today telling ghost stories and a big part of the gang is standing on the edge of the woods afraid to go in.

But there are quite a few Jimmies and Georges, too, and the Jimmies and Georges know the difference between a cow and a ghost and they are not waiting for Sunday. *They are doing it now.*

Are we going to run back of Billy Jones and let Jimmy and George get all the nuts or are we going to throttle fear and take our share?

There is more money in the United States—there are more natural resources—there is better health and greater opportunity—than in any other country in the world.

This is not an opinion—it is a hard-boiled fact. It is not a question of future prosperity—that's inevitable. The only question is, who is going to enjoy it—are you? It is our belief that any man may who will.

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MORSE DRY DOCK DIAL

Vol. 5 November, 1922 No. 11

Picture of the Old Plant, foot 26th St., Brooklyn, from which place the business was moved, in 1901, to our present location, foot 56th St.

Friendly Competition Indicates Real Progress

By Edward P. Morse

IN writing these historical sketches about the growth of this business I have been obliged to leave out many details which might be interesting to some but which would make the series longer than intented at the outset.

Likewise, it has been necessary in one or two instances to mention the names of competitors. This has not been prompted by any feelings against them because after all business animosities are natural in all lines of endeavor and generally are only of the moment and do not withstand the healing influence of time.

My story thus far has dealt with a period when the heads of the different yards in this port seemed to think that a competitor was actually an enemy whose business efforts should be crippled. When they met at the opening of tenders or on the street a cold stare or a curt nod was the only mark of recognition.

But this condition has changed. Some of the heads of the larger yards of the earlier days have passed away; some have retired, and a new and more up-to-date spirit has succeeded. Happily modern management has no place in its calendar for many of the conditions which then prevailed. The yards are now run in a broad-minded way. There is a much friendlier feeling between the different organizations, and this as much as anything else indicates the real progress which the ship repairing industry has made.

For my part, I could never understand why men in the same line of business could not or would not be friendly and it was always a puzzle to me when I first started in this industry why there seemed to be that unfriendly attitude We were all trying to make a living. At the best it was a hard, discouraging business and instead of employing tactics to injure a competitor we should have tried to help one another.

I am reminded of an incident which will illustrate the hardships

Editor's Note—*This is the third of a series of articles written by Mr. Morse about the dry docking and ship repairing business as he has seen it during the past 40 years. The concluding article will appear in the next issue.*

of those days. A competitor took a contract to repair a ship which had been ashore and was badly damaged. His price was much lower than it should have been and the specifications were very exacting. His time also was rather short and when near the date when the job was supposed to be finished he was obliged to work his men night and day for nearly three weeks, giving them two and a half hours pay for each hour worked after 5 o'clock. This was expensive and he had some trouble financing the contract.

About two weeks before the ship was completed he asked his bookkeeper what the payroll would be for that week. When he was told the figures he collapsed and actually fell to the floor. He was laid up with nervous prostration for many months. Poor fellow, he has long since passed away with all of his troubles.

A few days ago I was asked if there have been many accidents to ships while dry docking them and as I now think of the matter it seems remarkable that there have been so few. Considering the great number of vessels dry docked each month at this port the percentage of accidents has been so small it is almost negligible.

In 1881 or 1882 while working opposite the old Balance dry dock on South street I saw the old *City of Boston*, a side-wheeler, belonging to the old Norwich line, fall over on her side. The contractor in charge of the work had raised the boat on very high blocks in order to drive additional bolts through her keelson. Through some miscalculation the boat went over.

On another occasion I recall a small army transport which met with accident while being dry docked. The dockmaster after taking off one ship undertook to place the transport on the same blocks without making sure that the bilge blocks were high enough. Instead of stopping at the bilge when they were pulled into place the bilge blocks went into the keel and when the ship came out of the water without any support under the bilge she went over.

The contractors were installing a new windlass which was lying loose on the forecastle head. When the ship toppled the windlass went over the side and clean through the dock. Of course the dock sank with the ship. That accident also occurred on the old Balance dry dock.

I can recall only two other accidents of the kind, one a small steam yacht and the other a small Canary Island schooner. The schooner was crowded with natives of those islands, including women and children. The Ambrose & Mills Dry Dock Company operated a small dock very old and out of date. Well do I remember how the dock hands used to throw sawdust down the side of the dock to stop up the leaks. The leakages in the dock would suck the sawdust into the seams and in this way afford a temporary seal.

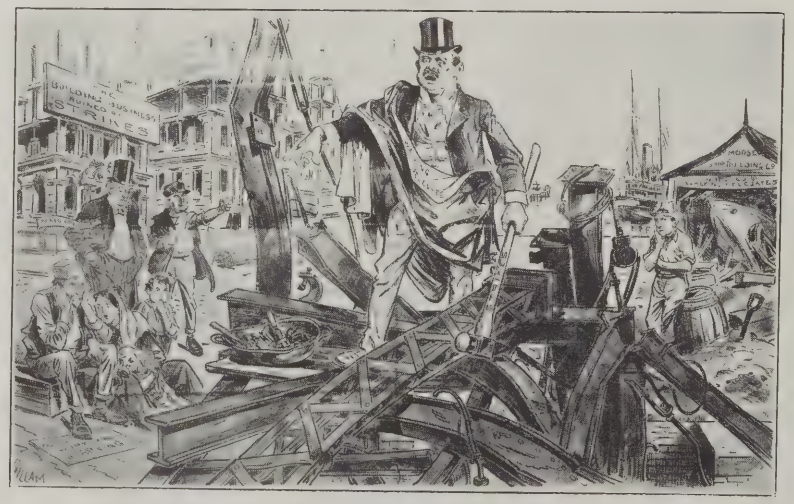
The schooner was raised on this old relic about five o'clock in the afternoon and the next morning when I came down to the plant I was informed of the accident and walked to the end of the pier. The sight will always remain in my memory. The women were on the pier drying their clothes which were of varigated colors and spread over the whole pier. The dock was under water and the schooner lying on her side. Two young men had been drowned and the bodies were laid out waiting for the coronor.

These accidents that I have mentioned were the only serious ones in a period of nearly forty years. Of course the docks and the methods of docking were very crude even twenty-five years ago.

In the last issue of *The Dial* I brought my story up to the time of the reorganization of this company in 1904. The reconditioning and repairs of the army transports operated during the Spanish-American war had been about all finished by the end of 1901 and in the following year the bottom dropped out of all business, particularly the shipping business, very much the same as it did in 1921 after the war business was over. In fact the conditions prevailing in the dry docking and ship repairing business was about as it is now. The different firms, in an endeavor to keep an organization around them, were taking work at cost and in many instances below cost.

It was hard for the men in the shops to realize that the prosperity brought on by the war-time demands, was over. The business agents of the various labor organizations became restless and began their troublesome tactics and in a short time labor difficulties broke out in about all of the yards along the coast. This put the finishing touches to an impossible situation and many yards were forced to close up and it was several years before business picked up again. Fortunately for all concerned, there have been no labor troubles during the present readjustment, to make matters worse than they have been.

When we reorganized this company in 1904 we carefully planned to operate on a very conservative basis and refused to bid on any ship unless we could safely count on a small profit and we allowed those who wished to take work at a loss to have all they wanted. In a year or two they grew tired of this and their prices from then on were on a fairer basis but up to 1912 the profits in this business were small and we spent everything we made to clear the property and make improvements.



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A Modern Hero

Walking Delegate: "Yes; I did it, and I'm glad of it."

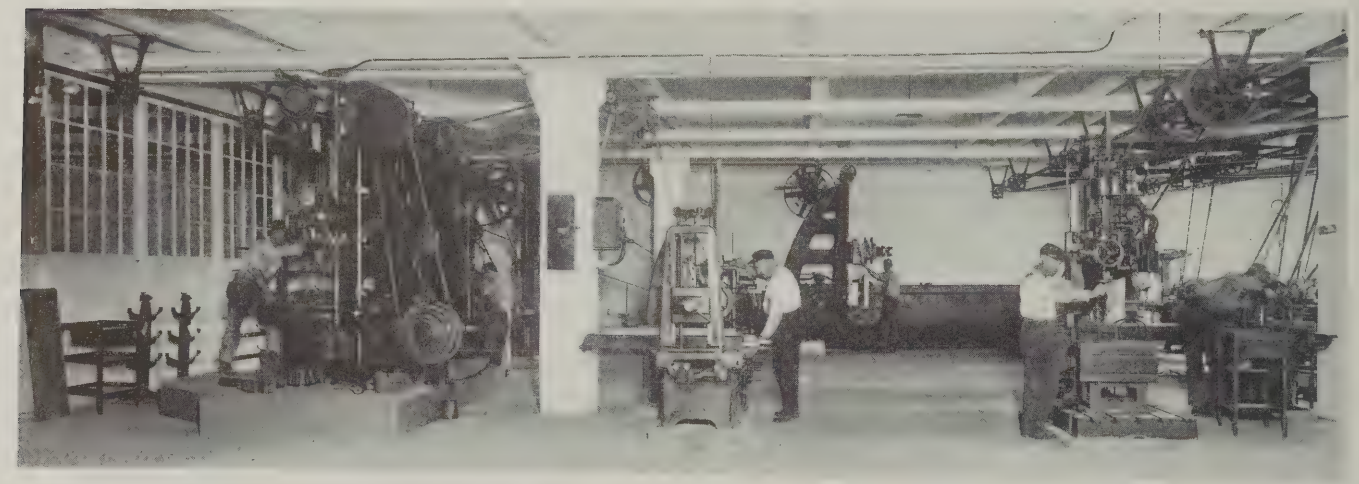
The above cartoon appeared in an issue of Judge Magazine shortly after Mr. Morse closed his plant as the result of labor troubles in 1903, about which he wrote in the last issue of *The Dial*. *The* quotation under the cartoon was taken from a statement made by a walking delegate at a meeting of the Union involved. The strikes forced a shut down and threw many men out of employment.

Above is a picture of our No. 1 dry dock when the first three sections were put into commission on April 1, 1901. The foreground, then being filled in, is now occupied by the blacksmith shop.

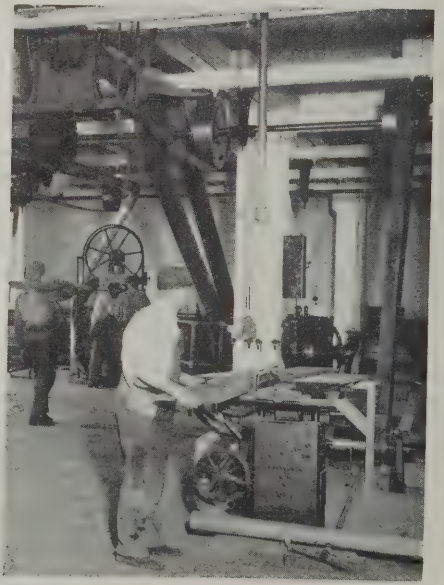
The international racing yacht *Columbia* is seen at the left with the old *Dominion* on the dock at the same time, a picture taken in 1901. At the right is a record job of the early history of this company. A new bow was built and completed and the ship sailed in ten days.

Our New Branch Shop at 23rd Street and 13th Avenue, in the heart of the North River District

One End of the Machine Department in Our New York Branch Shop



Another Corner of the Machine Department



Views of the Wood Working Department With Its Up-to-date Equipment

Germany Makes Progress in Shipping

ONE of the outstanding developments of Germany's industrial revival since her return to peacetime pursuits, is the rapidity with which her shipping interests are recovering their place in world commerce. With practically all of her steam seagoing tonnage taken from her by the Treaty of Versailles, Germany appeared hopelessly handicapped and it was predicted that she would be a long time in reconstructing her merchant marine.

Naturally much local interests attaches to the recent visit. paid our plant by Mr. Karl C. Stimming, Director General of the North German Lloyd and Mr. Schungel.

Mr. Stimming and Mr. Schungel were very optimistic about the future of German maritime progress and pointed out that while Germany does not have the advantages of already possessing a fleet and the material appurtenances essential to its operation, it does have thousands of men long trained in marine pursuits and an experience which will go a great ways toward rehabilitating a merchant marine.

Beginning with a scant 459,000 tons deadweight, all that was left her by the treaty conditions, Germany's merchant fleet has increased over 1,000,000 tons, two thirds representing new tonnage.

Annual reports of the German shipowning companies show that investments in organization of maritime transports since the war have greatly exceeded the investments made in 1913. The *Scandinavian Shipping Gazette* in its issue of August 28 says:

"It might be argued that this is due to the low value of the mark, but it should not be forgotten that the value of the mark has declined much more outside Germany than it has inside, where the cost of living is less than in any other country; furthermore, these companies have all enormous deposits in foreign banks and the working costs of German Mercantile Marine are lower by far than those of a British or any other merchant marine. In other words, while others are losing money, German companies record profits and in this way they can put a good deal aside for depreciation and eventually consider the purchase of new or second-hand units. This is not a situation open to argument, it is a plain fact.

"On the whole the German Mercantile Marine is making serious headway on the road to recovery.

The National Merchant Marine Association, in a statement recently issued says:

"While American shipping awaits aid that will enable it to compete with foreign vessels, Germany is developing its merchant marine at a rate that bids fair to restore it before long to its pre-war position when it was second only to Great Britain on the seas.

"Not only has Germany increased its tonnage vastly and its carrying trade as well, but she has re-established every one of her pre-war shipping routes. As a striking example of Germany re-entering sea trade, the resumption of Australian business is illuminating. Australia's trading-with-the-enemy act expired at midnight, July 31 last. Within a few moments, signals came from a German-Australian liner off the Port of Sydney and at daybreak, August 1, she made the harbor.

"Financial statements of all the German shipping companies for 1921 show substantial profits. The companies have in banks amounts more than equalling their capital stocks and more than two and a half billion marks are available for new ships. It is true that just now many of Germany's trade services are maintained by old vessels salvaged from the war or bought since the Armistice, but the shipbuilding program fostered by the government and by Hugo Stinnes, Germany's commercial giant, calls for only the most economical and up-to-date craft."

Continuing the same statement reads:

"Karl C. Stimming, Director General of the North German Lloyd, who arrived in America about the middle of September, says his company, which had a million tons before the World War, now has 370,000 tons busy and would add 200,000 tons within the next year. This new tonnage will be made up of 21 passenger steamers, the largest of which, the *Columbus* of 32,000 tons, will be commissioned early in 1923.

"Consolidations of German shipping companies within the last year have strengthened the German mercantile marine materially and eliminated German competition among Germans, on the seas. Examination of the several mergers, interlocking stock ownerships, directorates, etc., shows plainly how fast Germany is establishing a vast commercial navy."

Mr. Karl C. Stimming, Director General of the North German Lloyd (third from the left); Mr. H. Schungel of the same company (second from the left); our own chief Edward P. Morse (at the extreme right) and our Captain Frederik C. H. Arentz (at the left), photographed during the recent visit of the distinguished North German Lloyd officials to the Morse plant.

Largest Motor Ship Makes Record

THE *Zoppot,* a Standard Oil vessel is said to be the largest motor ship in the world and recent published accounts report that she is making an unusual efficiency record, having covered a 100,000 sea-mile trip at an average speed of 11.14 knots on a daily fuel consumption of 14 tons of oil, without troubles or breakdowns of any sort. The *Zoppot* is a German-built vessel, equipped with Krupp two-cycle engines and designed for a deadweight capacity of 15,000 tons.

Some one has sized it up about right when they said: "You buy it at the drug store and it's whiskey; you get it from a bootlegger and it's hootch; you make it at home and it's home brew; you drink it and it's poison."

After acquiring a good appetite a man tries to get rid of it.

An Example of Morse Workmanship

The S. S. Munamar Has Delux Accommodations Luxuriously Finished By Morse Craftsmen

1—The Music Room.
2—Another View of the Music Room.
3—Lobby to the Dining Room.
4—Smoking Room.
5—Staircase to the Dining Room.
6—Lower Hallway.
7—Dining Room.
8—Stateroom B.

Explains Norway's Shipping Program

WE have received the following very interesting letter from a reader in Norway. It was inspired by an item that appeared in the September issue of *The Dial* in which we stated that a ship subsidy is under consideration in Norway. A bulletin issued by Eugene T. Chamberlain of the Transportation Division of the United States Bureau of Commerce was the source of our information and in the October issue of *The Dial* we published on page 8 a more extended notice, from the same source, in which it was asserted that 25,000,000 crowns, equivalent at normal exchange to $6,500,000 and at current exchange (16 cents equal to one crown) to about $4,000,000, has been appropriated "under a ship subsidy plan administered by the Norwegian Department of Commerce (Handels Departementet)."

In this subsequent article it was pointed out that only "710,000 crowns are for Norwegian steamers in foreign trade," which statement lines up to some extent with what our correspondent says, namely that "there never was paid any subsidy by the Norwegian government to the Norwegian fleet *engaged in the international marine service.*"

The letter from our gracious correspondent throws light on a topic of keen interest to the shipping trade in this country and we are pleased to reprint it as sent in because of the information it contains, information no doubt nearer to the actual facts than that obtained second hand from sources within this country.

The letter is dated Minde, Norway, Sept. 30 and reads as follows:

"In *The Morse Dial* of September there is on page 12 a note entitled, 'Norway Considers Subsidy.' In this connection we may advise you that there never was paid any subsidy by the Norwegian Government to the Norwegian fleet engaged in the international marine service. On the other hand the postal department has paid and are paying today different steamship lines, both coastal and foreign lines, that are serving them and carrying their mail.

"This year the postal department is paying kr. 15,000,000 ($2,500,000). Of this amount there is paid $50,000 to the mail-steamers between Kristiansand and Frederikshavn; $33,000 to the mail-steamers between Bergen and Newcastle and about $10,000 to the mail-service steamers between Norway, Spain, Portugal and Italy, which amount is fixed by treaties with those countries.

"The main part of the $2,500,000 is paid to coastwise services—especially in the northern part of Norway. People generally do not recognize how far north part of Norway goes, and I therefore call your attention to the fact that Bergen is laying on the same latitude as Nelson Island, Alaska, and the North Cape is laying north of Point Barrow, Alaska, and the Norwegian mail-steamers have to go as far north as Spitsbergen Island, 77 degrees N. Latitude, carrying their mail and a few passengers only.

"It is therefore easy to understand that a country such as Norway has a very long coastline on which there only is a small population, a coastline that corresponds with the sea-distance between New York and New Orleans.

"Our object in writing to you the above is to point out that the Norwegian merchant marine has no subsidies whatever, and none is under consideration, a fact that always has helped us to build up a big fleet competing on all the seven seas, always being the pioneers in new trades, in out of the way places, and assisting to build up business and trades between the new markets and the trade centers.

"The Norwegian flag can always be seen on all seas and in all harbours, which the Norwegian sailors and the Norwegian ship owners are proud of."

* * *

In the daily press under date of October 10 there appeared a dispatch from Norway, which says that arguments being used in America pointing to Norway as an example of successful subsidizing are misleading. The dispatch read:

"Christiania, Norway, Oct. 10.—Arguments used by advocates of a ship subsidy in America, who point to Norway as an example of successful subsidizing, are misleading, it is pointed out by shipowners here, who say that the 25,000,000 kroner appropriated last year and 15,000,000 kroner in the budget this year is for use exclusively of mail carrying steamship routes along the extensive Norwegian coast.

'Of the 25,000,000 kroner granted last year to shipowners it is revealed that only 255,000 kroner were for Norwegian steamers in foreign trade, and even that amount was appropriated simply for the purpose of carrying the mail.

"In view of these facts, shipowners say, a ship subsidy does not exist in Norway in the sense that ship subsidy means in the United States."

Former Employee Wins Merited Advance

ARTHUR A. GRANT who has been vice-president and Southern resident director of the Sinclair Refining Company, with headquarters in New Orleans, and formerly was employed as a superintendent in the Morse plant, has recently been made general manager of the Jahncke Dry Docks, Inc., of New Orleans. Announcement of this important step forward in his career was received by his friends here with much pleasure. Mr. Grant, ever since leaving this company which he served for ten years, has made it a practice to visit us whenever he came North and these visits have resulted in his continuing the many friendships made here. In the August issue of *The Dial* mention was made of a visit he paid us in July.

Mr. Grant has those qualities which make for success in life and the new recognition that has come to him is very gratifying to those who have followed his progress. During the world war he represented the board of survey of the United States Shipping Board in charge of reconditioning interned vessels taken over by the United States Government, a position in which he achieved notable success. Afterward he secured the important position that he held with the Sinclair Company.

Mr. Grant came to the Morse Company as a youth, having attracted the attention of Mr. Morse when peddling papers to the plant then located at the foot of 26th street. He began as telephone operator but quickly worked his way up to the position of secretary to Mr. Morse. Devoting his evenings to study in the Cooper Institute he quickly won a place in the machine shop and later as assistant superintendent.

Our Viewpoint from the Masthead

THE MORSE DRY DOCK DIAL
Vol. 5
A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company and the interests of the Company.
BERT EDWARD BARNES, Editor.
No. 11

Peace of Mind

NATURALLY you want Contentment and Peace of Mind.

Without a keen enjoyment of your everyday interests, you cannot achieve as satisfactory or as large results, and you cannot build as you ought for the future.

Contentment does not mean lack of ambition. On the other hand, it means to be satisfied that what you are doing is leading to better things. True contentment of the highest type, is active and progressive—not passive and characterized by inertia.

Peace of Mind is insured through the splendid inner consciousness that whatever comes, we have done and are doing our best; and that we need to be afraid to look no one in the face.

Contentment and Peace of Mind are best insured by the persistence of a few simple principles, consciously employed. Spasmodic effort is always wasteful, for it takes extra power each time to get started again.

So the first principle to grasp is,—Head the right way and keep moving.

Every person has, or ought to have, one major interest in life—a special field of service of which he is proud. Aim for leadership and leave no legitimate stone unturned to secure leadership.

Life is full of uncertainties. As we are often reminded, "Man proposes but God disposes,"—consequently, be prepared for the next step which you must take sooner or later anyway.

Take nothing for granted. Know where you are at, and as soon as you find an unsatisfactory condition, seek to correct it before that condition gets beyond control.

Be fair to everyone—yourself included. Guard your integrity, your reputation, your credit, your health, and the happiness of your private life.

Seek an increasingly large measure of service to others. Be public-spirited, but do not attempt to cover the whole field. Many people exhaust themselves to poor purpose by spreading their butter too thin.

Be a good friend. Speak ill of no one. Look for the best in everyone with whom you associate — and you will find it!

In all things play your full part. "Never put off until tomorrow what ought to be done today." Be temperate and kindly.

The Grass in the Other Field

YOU'VE seen it a number of times, as you have ridden through the country—the amusing spectacle of a pair of horses, mules or goats, each in different fields and each giving his neck a severe strain as he tries to get at the grass that lies over the fence.

Don't a lot of us do the same thing of reaching out uselessly to another field? "Distance lends enchantment to the view." It is so easy to magnify the difficulties of the present job, the limitations of our opportunity as we see them, and to delude ourselves into thinking that where some other fellow is lies the real chance, the green grass.

Now let's admit right off that sometimes it is true that a man is in the wrong pew—that he is a square peg in a round hole, or a round peg in a square hole. One of the greatest problems of the world is that of finding out exactly what kind of work a man—and man in this sense also means woman—can do best. Employers are just as anxious to find out that thing as employees are, for it means better work and easier work and a happier time for all concerned.

But the truth is that most people don't themselves know what they can

do to the best advantage until they have given themselves a thorough try-out. Sometimes the thing that at the very start they didn't think they would like turns out to be a job at which they are very efficient. They learned to like their work *when they became able to do it well.* It then became a satisfaction to them, and a joy to the employer.

On the other hand, some people find out that the work that they at first imagined was what they would really like isn't the thing for them.

Therefore, the sensible thing for everybody who has a job is to stick to the job and learn to do it well before concluding that he ought to have something else.

One of the most foolish notions that anyone ever allowed in his head is this thing that "I could really do this work well, but nobody would ever notice it, so what's the use. I'll do it just well enough to 'get' by.'"

The real truth is that in every organization there are men in executive positions who are always looking out for men above the average, men who can do their work a little better than necessary, so to speak, who need little or no supervision. They know only too well that the world has too few workers of this type.

If you are of that type, be assured of this—that, though for a while your sincere efforts to make the 100 per cent. standard, may escape notice—sooner or later, and not very later either, somebody is going to discover your value and give you the bigger chance that you are entitled to.

There are plenty of opportunities for spare-time study open to every young man who has the will to use a part of his "seven to ten o'clocks" that way. Not only are there night classes in every populous community—at colleges, company schools and the local Y. M. C. A.—but many of the most prominent educational institutions now offer instruction by mail to the man who can't get in a local class what he needs to advance him in his chosen field of work.

Use some of your seven o'clocks to put more into your head and you will get ahead. Don't be a mule or a goat. Don't pity yourself. Don't mind petty jealousies. The man who wins is the man who knows, while the grouch, the kicker, the fellow who keeps thinking that the world is against him, grows old with a sour look on his face.

Use your "horse sense." Get busy in your own pasture and when you are too good a horse for your present lot, there are employers ready to turn you into a bigger field—a prairie, if you are entitled to have that much free rein.

Our Group Insurance Plan

INSURANCE statistics are very interesting because they concern us all directly, and we all like to read things about ourselves.

Statistics themselves are pretty dry usually, but here is a fact brought out by the experience of insurance companies over a long period of years that will give us something to think about; out of every one hundred people there are fifteen or twenty who cannot buy insurance protection at any price, due to their inability to pass the physical examination required by the state laws when individual insurance is desired.

Happily a means has been provided by the larger insurance companies whereby all persons in the employ of a certain concern can purchase insurance regardless of their age and physical condition, and furthermore, the greater part of the expense of this protection is borne by the concern for which they work.

Back in July, the Employees' Association of the Morse Dry Dock & Repair Company entered into negotiations with a large insurance company and as a result, those of us who felt the need of and saw the benefits to be derived from this insurance plan, have been protected since July 27th in amounts varying from $500 to $1000.

This means that those of us who accepted this insurance are receiving *individual* protection in the case of death at any time, or total and permanent disability before the age of sixty. In addition to this, we are entitled to free nursing service, furnished by the Metropolitan Life Insurance Company to all their policyholders, which is available at all times to those of us who carry this insurance, without affecting the face value of our certificate in any way. It is easy to see that our good physical condition is as much desired by the insurance company as it is by ourselves, and therefore prevention of disease is assisted by the distribution of valuable health booklets to all certificate holders.

As new employees come into the Company, and as they become acquainted with their fellow workers and come to know more about our working conditions, it will be realized by them that the Employees' Association, in making this insurance plan available to its members, has taken a step in the right direction which will eventually put the employer and employee on the *real* working basis of mutual understanding and respect, and help to eliminate the disastrous conditions which labor and capital have had to endure for the past year and a half.

Putting Dollars in an Incubator

ONE of the great rural pleasures that yearly give joy to so many youngsters on farms is that of gathering hen, duck, goose, turkey and guinea-hen eggs and, when a large enough number have been accumulated, to incubate them. The eggs are put in straw nests and, being warmed by the bodies of the setting fowls over a period of from three to four weeks, they are thus hatched.

A duck or a goose can cover ten or twelve eggs; a hen, a large turkey and a moderate sized guinea-hen, fifteen. Usually the greater the "clucking" and the more settled the "sitting," the surer the poultryman is that the fowl will be very conscientious in hatching the eggs. And the hatch day! How proud the fowl is of her children and how happy the poultryman.

Dollars are like eggs in some respects. Dollars that are accumulated and allowed to incubate give the saver the same pride and happiness. We are told of one A. J. Abritas, a motorman employed by the Interborough Rapid Transit Company of New York who, in a recent interview, told this story:

"I am a Lithuanian, 43 years of age, and I came to this country when a youngster. I have been with the Interborough Rapid Transit for twenty years. I own a three family house in Tuckahoe worth $25,000 which was paid for out of my savings. Here is my pledge card showing that I buy $10.00 worth of Treasury Savings Securities every month."

Employees Association Directory

Officers

President, HUGH McQUILLEN
Inside Machinists Department

Vice-President, HUGH CALLAHAN
Dock Hands Department

Secretary, EDWARD HANNAVIN
Brass Storeroom

Treasurer, MORTIMER W. MEAD
Office

Relief Committee: THOMAS CALLAHAN, Dock Hands; CHARLES WINKLER, Pipe Shop; THOMAS WHITELAW, Hull Dept.

Shipping Notes Gathered Here and There

Shipbuilding Slump Hits U. S. Hard

IT IS significant in considering the world wide slump in shipbuilding, which is so plainly set forth in the recent issue of "Lloyd's Register," that the United States shows by far the greatest loss. General economic conditions in other countries during the business upheaval from which we are just emerging, have been much worse than in the United States, and yet in shipbuilding we have fallen behind England, France and Holland, with Japan and the British Dominions following closely in line. At the time of publication, according to Lloyd's Register, the United States was building only 6 per cent. of the world's tonnage; England was building 60 per cent., and the other maritime nations 34 per cent. This represents one third of the tonnage building in American yards a year ago, whereas Great Britain is building one half of the tonnage in her yards a year ago.

This country now has only 150,000 tons of ships in the yards; has not contracted for any new ones since last July and has largely suspended work on those already on the ways. America's decline since the post-armistice peak of vessel construction has been 4,036,000 tons—a goodly percentage of the decline for all the world, which aggregates only 5,346,000 tons.

America is building today only 2,000 tons more of freight bottoms than she was at the outbreak of the World War in July, 1914; all other nations, taking into account the wholesale suspension of building during the last three months, aggregate 919,000 tons above the pre-war construction totals; Great Britain is building 1,200,000 tons, compared with 1,750,000 she had under way in July, 1914.

Lloyd's points to these figures as "a striking indication of how the volume of shipbuilding is falling off through the scarcity of new orders to replace work being completed."

Treasury Raid Talk is Fiction

THOSE who are not in sympathy with President Harding's ship subsidy program would do well to ponder the facts brought out in an accounting made at Washington relative to costs of maintaining the American merchant marine under the present arrangement.

Without figuring hull and engine insurance or providing for replacement, with no allowance for depreciation and paying only for current repairs and meeting no interest on investment, the Shipping Board is costing the country about $50,000,000 a year. Of this about $5,000,000 is chargeable to the maintenance of laid-up vessels. Possibly another $5,000,000 is chargeable to overhead expenses in connection with port activities of the board. So the direct operating loss on the 437 vessels now on the active list is somewhere in the neighborhood of $40,000,000 a year.

The 437 vessels, if subsidized on the basis of the pending shipping bill, would draw from the Treasury approximately $8,500,000 per annum. It is not feasible to state the exact sum, for no one knows how many vessels would be leased or what routes would be selected. Moreover, the ship operators would get compensation for mail transport. But it is not far away from the truth to say that the cost to the Treasury is four times greater than under the proposed subsidy system.

In light of the foregoing facts it is hard to understand what is meant by the claim that the ship subsidy program is a plan to raid the treasury.

Speed Mail Boat for Japan

NAGASAKI MARU is the name of a new high speed mail and passenger carrier being built in a Glasgow shipyard for the Nippon Yusen Kaisha, the big Japanese shipping company. The new boat will have accomodations for 150 first class passengers and will be equipped with all the modern safety and comfort improvements. She will be ready to start on her first voyage to Japan early in November.

Torch Being Applied to Hog Island

IN the hectic days of war-time shipbuilding Hog Island, which our goverment spent some $270,000,000 to build into a gigantic shipyard, figured prominently in the news of the day. Today a small crew of wreckers are at work applying the acetylene torch and other instruments of destruction, having taken the places of the 36,000 men who were employed in the yard when it was engaged in ship construction. The government is disposing of the yard piecemeal having failed in its attempt to sell it as it stood. It is said that approximately $25,000,000 will be obtained from the sale of the steel and equipment.

It's the Politicians, No Doubt

THE friendly attitude which always marks the speeches of Sir Frederick Lewis whenever he touches on the American merchant marine is refreshing even though his arguments cannot always be subscribed to by his American admirers. Speaking before a meeting in England of Furness, Withy & Co., Ltd., on the subject of the American merchant marine Sir Frederick, who is President of the Chamber of Shipping of the United Kingdom, gave an emphatic contradiction to reports that British shipping interests are directing propaganda against the growth and development of our mercantile marine.

If that is true then we Americans must assume that our officials at Washington are wrong. In a recent issue we reprinted what President Harding himself has said in this connection. Naturally it is hard for us to believe that President Harding hasn't some foundation for stating that there is a harmful propaganda inspired by foreign interests and yet Sir Frederick may be absolutely correct in saying that *British shipping interests* are not directing it.

More likely as not most of the propaganda that is causing "the unfortunate atmosphere" of which Sir Frederick speaks, emanates from political sources on both sides of the water. At any rate we in the shipping trade, both in America and England, should prefer to believe that that is the case. In our country the real shipping men are too busy trying to keep their businesses on an even keel, and since England is no more fortunately situated economically than we are, it can be assumed that the shipping interests there are too greatly occupied to concern themselves with propaganda. It is different with politicians. They can always find time to meddle.

Stimulant Needed

ACCORDING to a statement issued by W. J. Love, vice-president of the Emergency Fleet Corporation, American ships in June carried 40 per cent of the imports in American trade with 43 per cent in January, and 34 per cent of the exports, compared with 35 per cent at the beginning of the year. "As compared to the great volume of our overseas trade, the per centage carried in American bottoms is out of all proportion and reflects the need of a powerful stimulant to revive our sluggish transportation factors."

English Press Stirred

THE English press is quite exercised over the fact that it has been necessary to send the *S. S. Majestic* to a foreign port for dry docking, there being no dock large enough in London, Glasgow or Belfast to raise the boat. When the *Berengaria*, 52,022 tons, was recently dry docked at Southampton, her bows touched the wooden fender at one end of the dock and there were only seven inches to spare at the other end between her rudder and the caisson. The *Berengaria* is 919 ft. long, has a breadth of 98 ft. 3 ins., and a depth of 62 ft. The *Majestic*, formerly the *Bismarck*, is the largest ship afloat, has a tonnage of 56,551 tons, and is 956 ft. long with a breadth of 100 ft., and a depth of 102 ft. Press reports also tell of plans under way for the construction of a huge floating dry dock of sufficient size to raise the *Majestic*, and to be located in Southampton. It will be 960 feet long and 170 feet wide and will be built in six sections.

The Passing of Two Popular Liners

AFTER a service of more than twenty years the French liners *Touraine* and *Lorraine* are to be scrapped, according to newspaper reports. The *Touraine*, a twinscrew vessel of 8429 gross tons, 529 feet long and 56 feet beam, was built in 1890 at St. Nazaire, France. The *Lorraine*, a twinscrew ship of 11,372 gross tonnage, 563 feet long, was built in the same place in 1900. If this report is true this means the passing of two boats that have been very popular with Atlantic travelers in their better days.

Clip Him and Keep Him Down to Earth

Unfortunate Accident Kills Sam Carlin

EVERYBODY in the Morse organization was extremely grieved recently over the accidental death of Samuel Carlin, hand riveter, one of the popular employees of the yard, who was killed when he fell from a scaffolding while at work on a ship. His untimely death was made doubly sad by the fact that he had been married but three weeks and his wife, a stranger here, was left without any close friends to aid her in her hour of need. Mr. Carlin's co-workers here extended every possible help to her and the big-hearted spirit of the fellows in the yard went a great ways toward easing her unfortunate situation. The boys assisted in the funeral arrangements and a large delegation attended the services at which the Masonic rituals were used as Mr. Carlin was an active member of that fraternity.

Mr. Carlin had been employed here off and on for 14 years. The Morse plant was home to him and every one knew him and liked him because of his good nature and warm friendship. The accident was one of those unfortunate cases which, despite every safety precaution, occurs just the same. Mr. Carlin and other members of his crew, exercised the utmost care in erecting safe scaffolding and began work on the shell they were assigned to about 10 o'clock in the morning. Their task was to straighten the shell and they attempted to do it by using a gas torch to heat it and a sledge hammer to bend the plate. Making little progress with this method they reported to their snapper who directed them to use a strongback and a hydraulic jack. While using this equipment one of the bolts holding the strongback broke and the jack hit Mr. Carlin who was at work on the inside of the vessel, throwing him off the scaffold. He fell nine feet, striking on his head, and died without gaining consciousness.

The *Journal of Commerce* of Liverpool has sent to *The Dial* four paper covered books which are unique in their conception. Each book is a comprehensive directory of the shipping and allied trades in its respective territory and features a personal index, a list of ship owners, names of the directors of companies owning vessels, the services performed for the various lines, names and sizes of their vessels and a list of shipbrokers. An "official section" tells who's who in the British admiralty, the Board of Trade, the Trinity House, the Port Sanitary committee, etc.

Japan's Only Electric-Drive Ship Comes to Our Yard

THE *Biyo Maru*, the only electrically driven vessel in the Japanese fleet of merchantmen, came to the Morse plant for repairs last month, and while here attracted considerable attention among ship engineers who inspected her. The *Biyo Maru* belongs to the Toyo Kisen Kaisha, one of the progressive steamship companies of Japan.

The vessel made her trial trips in May, 1921 and her appearance in this port followed her third voyage. She has a gross tonnage of 5479.55, is 400 feet long, with a breadth of 53 feet.

The propelling machinery is located amidships and its main part consists of two sets of Ljungstrom turbines, each driving two electric generators and two induction motors which drive the propeller shaft through a helical toothed single reduction gear. The turbines are the radical flow double rotation type and are designed to work with steam at pressure of 225 pounds per square inch and superheated up to 650 degrees F. at the inlet valve and to discharge into a vacuum of 29 inches. Each turbine has two sets of blading, turning in opposite directions, coupled to two three-phase alternating current generators of the revolving field and self-exciting type.

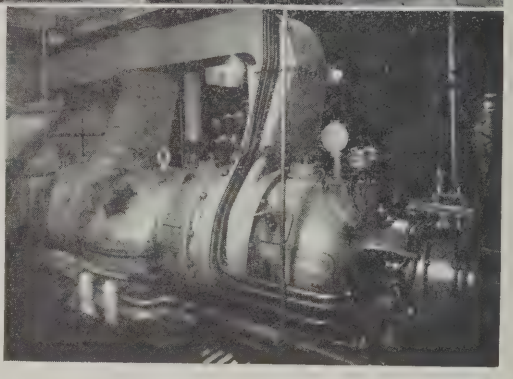
Each generator is designed to run at 3,600 revolutions per minute and to give a three phase alternating current of 1,000 volts at 60 cycles.

Each of the induction motors is to develop 1,360 horse power with the current of 1000 volts and 60 cycle and at the normal speed of 600 revolutions per minute. The radio of reduction is about 7.5, the normal rate of revolution of the propeller shaft being 80 per minute which corresponds to a speed of about 11 knots when the ship is fully loaded.

There are three boilers, two with three furnaces and one with two furnaces, and these are designed to burn either coal or oil alone, or coal and oil mixed. Air trunks are led from the generators so that the air for cooling them is utilized, with a fan engine available when the generators are not working.

The *Biyo Maru* carries a crew of 58, with fifteen officers, including Captain T. Yoshiharo.

S. S. Biyo Maru at one of our Piers.



To the right is a view of the engine room.

The officers pictured above, are—left to right from top: G. Yamaji, 3rd Engineer; H. Oguni, 3rd Engineer; M. Matsumto, Chief Wireless Operator; M. Nakajima, 2nd Wireless Operator; M. Kawashima, Chief Clerk; T. Takeuchi, Electrical Engineer; S. Sato; S. Yamazaki, Chief Engineer; T. Yoshihara, Captain; J. Inouye, Doctor; R. Yano, 3rd Officer; S. Nishimura, Chief Officer; N. Takano, Clerk; Y. Yamada, First Engineer; K. Tohkai, Apprenticeship Officer; Kent Okasaki, Morse Representative.

Ship We Reconditioned Figures in Disaster

THE unfortunate fire disaster to the steamship *City of Honolulu* which occurred in the Pacific on October 12 and endangered the lives of 217 passengers and crew, was of unusual interest to Morse employees because the boat was well known among them, having been in the yard for repairs and reconditioning several times. Originally the vessel was the *Frederick der Grosse*, one of the favorite boats of the German merchant marine.

She was among the sixteen that were seized by the United States government during the war and reconditioned for service as troop transports. The *Frederick der Grosse*, with several others, was sent to this plant for repairs to the vital parts that had been damaged by the German crews. She was reconditioned and named the *U. S.S. Huron* and after a notable service was sent back to us for reconditioning for peacetime service.

The recent disaster occurred when the ship was homeward bound from Honolulu. She was headed for San Pedro, Cal., 670 miles away, and had travelled 1405 miles east of Honolulu when fire broke out.

Her wireless calls brought the steam freighter, *West Faralon*, and the Matson liner *Enterprise* to her aid barely in time to save those who had been passengers and crew on the *City of Honolulu*. The private yacht, *Casiana*, owned by Edward L. Doheny, the Los Angeles oil magnate and head of the Pan American Petroleum and Transport Company whose vessels are well known to Morse workers, also figured in the rescue work, having caught the wireless message first. Capt. H. R. Lester was in command of the *City of Honolulu* and Capt. H. M. Walk had charge of the *West Faralon*.

An effort will be made to save the destroyed ship, the United States Coast Guard cutters *Shawnee* and *Tamaroa* having been assigned to that task.

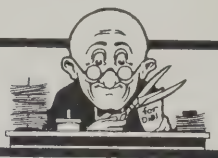
Vice President Coolidge is a plain New Englander—plain in speech, manner, dress, habits and tastes. Over the mantle of his Northampton home this inscription hung for years:

"A wise old owl lived in an oak
The more he saw the less he spoke,
The less he spoke the more he heard—
Why can't we be like that old bird!"

Shipyard Sidelights

By E. E. Donnelly

"Don't scare him, Papa, he wouldn't hurt anybody, he's one of those city fellows."
"Wonder where all those bears are, I wish one of them would show up around here, I want'a bring one of these babies back to the office an' show the boys where the big game comes from,—You know me Al—"
Assistast General Manager Want Hunting Bear up in the Maine Woods.
Keep this ONE CENT and you will never be broke
you have a heart as big as a Cherry Pit
Yours Truly Katherine
"Yes-Sir-Ree. When it comes to a good waiter just take a look at Yours Truly—"
Katherine, "Doing her Stuff", as Waitress in the Office Dinning Room
Apple Pie
Rice Pudding
Chocolate Layer Cake
Milk
"I wonder if eating really makes a guy fat—!"
Mr Mead, who now tips the scales at 210½ lbs. has resolved to cut out the hearty noon hour meal in order to reduce
(Close-up of Mead—between the hours of 12 noon & 1 P.M at his desk)
Mr Kohman, holding the fort, in the Record Room of the North Building, surrounded by a battery of oil stoves.→
"What am I going t'do when the winter comes, what-der-yer-mean, it's not cold here—!!!"
"Gee—it's going to be tough on us guys here this winter."
"Jack Nevada—$15.00 Johnson—$25.00 for disobeying traffic laws—hand it over boys"
"Good Morning Judge" Two of the boys from the Yard, "saying it with money", over in court.
Chief Meyers
"Hey boys bring the life net over here. There's a couple of hot-dogs ready to jump out of the wagon—"
Wow Bum Woin
Hot Dangs 5¢
John O'Keefe's Lunch Wagon on fire—Big excitement along First Ave.
"Say—When are you coming home—You are down there long enough to buy the place—I don't mind waiting 5 hours, but when it comes to ten—"
"Ten hours—that's nothing, I expect to have whiskers by the time I dope out this new fangled voting machine. Talk about your radio sets, adding machines an' electric wash tubs—they got 'em all right here in one."
Jimmy Greenfield Now of Orange County, N.Y. putting in his vote at Newburgh
Ed. Donnelly
"Now-Listen Bob that's all right let me tell yer bla-bla-bla—yer see it was this way etc etc. bla bla so what are yer—bla-bla-bla" etc. etc.
"Extra" Bob McGraw and Phil Adrat have parted company.

SCISSOR  THEFTS

The Human Element

Loud and long advertising attracted my attention and I walked out of my way to buy a few shirts.

In the store I was met by an indifferent individual who pointed the way to an uninspired clerk—a clerk as cold as moss roots and as stupid as a sunfish.

It had cost the merchant considerable money to attract my attention, but the languid clerk had lost the sale.

Then I walked into a store that says less in print and serves more in selling, and there I bought a dozen shirts.

The human service of the second store sold me then, and will sell me in the future.

Without any cost to the second store, I am acting as a walking, talking advertisement. I'm a business booster for this friend-creating, quality-offering second store. I am a satisfied customer—satisfied to act as an outside salesman for such service.

Recently I landed in a strange town. A big electric hotel sign caught my eye. and I made for the well-advertised Inn.

When I approached the desk, a smart, fresh, unwise, front clerk spilled the beans before my name was on the register, and in company with two companions I walked out.

It cost that hotel a lot to get us three to call, but it cost the hotel management more for having that peanut front clerk in a position to meet men who know manners.

The war is over. To-day it's a battle for business, and the human element is of more importance than electric signs or extravagant advertising.

Dissatisfied customers can, and probably will, do more harm to a store or a hotel than advertising can do good.

I am selling advertising, but advertising is a waste to many when it is not backed up by good manners and good service.

—*The Silent Partner.*

What you were, others may answer for; what you tried to be, you must answer for, yourself. Was the heart pure and true—tell us that?—*Ruskin.*

He only is advancing in life, whose heart is getting softer, whose blood warmer, whose brain quicker, whose spirit is entering the living peace.

—*Ruskin.*

"Them Days Have Gone Forever"

In the old days:
Nobody swatted the fly.
Nobody wore a wrist watch.
Nobody had appendicitis.
Nobody wore white shoes.
Nobody sprayed orchards.
Nobody knew about radio.
Most young men had "livery bills."
Farmers came to town for their mail.
Many people read by the candle or kerosene light.

The heavens were not full of man-birds.

Nor the seas alive with underwater boats.

The hired girl drew one-fifty a week and was happy.

Young men learned trades at $5 per week.

The butcher "threw in" a chunk of liver.

The merchant "threw in' a pair of suspenders with every suit.

Nobody listened in on the telephone.
There were no electric meters.
Nobody observed a sane Fourth.

Straw stacks were burned instead of baled.

Publishing a newspaper was not a business, it was a dueling game.

There were no Bolshevists nor "isms."

The safety razor had not introduced the clean-shaven face.

"Equipped with gas" was a prominent line in flats-to-be-let advertisements.

Office folks didn't know about a fan in the summer time, and ice water was a treat.

Many folks retired at 9 p. m. and rose at 5 in the morning.

(Times have changed.)

—*Public Service Magazine.*

We do not know anything about our own resources until we have taught ourselves to stand alone. Not until we can think for ourselves, decide for ourselves, and act for ourselves do we become more than infants in the moral universe.—*Angela Morgan.*

However vexed you may be overnight, things will often look very different in the morning. If you have written a clever and conclusive, but scathing letter, keep it back till the next day, and it will very often never go at all.—*Lord Avebury.*

Be A Sport

By Jane Bates

You may call yourself dull in a fit of dispair,
Or drop all your pep, and say you don't care,
But I'll tell you, my friend, that's a habit to break,
In planning this world not a single mistake
Was made in the building. So when you complain
Take stock of yourself. You're the chap that's to blame.
Just right about face; it may hurt some, it's true.
But that's just the way any good sport would do.

When you wake in the morning don't look for a cloud.
You know what's behind it. Just swing in the crowd.
Be one of them, cheerfully, singing along.
You may get a bump, but don't stop your song,
Perhaps one will hear it who needs just a bit
Of encouragement now. Your song may be it.

What matter if yesterday's failures were big?
Today is your day, so get in and dig.
If you meet any trouble, why just change its name,
And call it a ladder. They oft lead to fame.
But whatever you do, be quick and begin it;
You never can tell just how much there is in it.

—*Forbes Magazine.*

Be noble! and the nobleness which lies in other men, sleeping but never dead will rise in majesty to meet thine own. Then wilt thou see it gleam in many eyes. Then will pure light around thy path be shed and thou wilt never more be sad and lone.—*Lowell.*

How soon a smile of God can change the world. How we are made for happiness—how work grows play, adversity a winning fight.

It is not what the best men do, but what they are, that constitutes their truest benefaction to their fellow-men.

—*Phillips Brooks.*

There is some talk of a gymnasium in connection with the yard hospital. It probably emanated from the fact that the hospital staff recently invested in a set of physical culture records.

Kirby—"When does a ship tell falsehoods?"
Hallock—"I don't know."
Kirby—"When she lies at the pier."

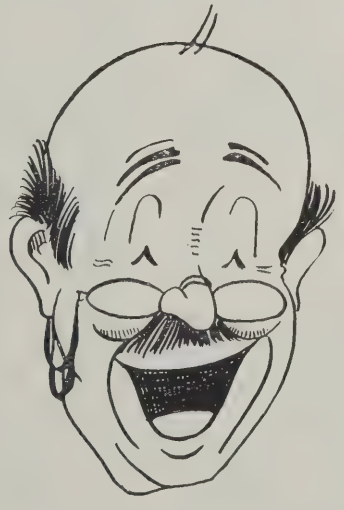
Plunkett—"You want to keep your eyes open around here."
New Employee—"What for?"
Plunkett — "Because people will think you are a damn fool if you go around with them shut."

Coffey—"Didn't you see me down town yesterday? I saw you twice."
MacLaurin: "I never notice people in that condition."

Ann—"There isn't a natural thing about Peggy."
Marian—"How do you figure that?"
Ann—"Even her mind is made up."

Thomas Rathbone of the drafting room, got a thrill a few days ago. He went up in an airship as an army observer during the sham battles staged on Long Island.

Miss Carrie Pierce, of the cost department, came running into *The Dial* office one noon hour recently and asked to borrow the dictionary. "I want to look up the word 'osculate'," she explained and when pressed for further information said: "One of the girls told me to cut out osculating around here and I want to see what the word meant." We haven't learned whether a fellow was mixed up in the affair or not or just how promiscuous the osculating was.



Laff every time you pheel tickled—an laff once in a while enny how!!

The Office Cat Says—

We wish to warn our friends in the office that counterfeit money is prevalent and to be on the alert when buying meal tickets for the office dining room.

A. J. Currivan has been added to the stenographic force in the New York office.

C. Lazaro, of the timekeeping department, underwent an operation recently and his friends are glad to see him back on the job again.

James Welden, office clerk in the New York branch shop, is back at his desk after an illness.

Harry Mahnken, formerly a shop clerk, has been transferred to the cost department.

C. T. Payne is a new comer in the cost department.

William A. Smith, formerly of Newburgh, who has come to New York to study law at night, has taken a position in the cost department.

Christopher Strachan is a new member of the New York office staff.

The office boys are singing "Oh, what a friend we have in Mary." They mean Miss Travers of course. She has been taking them on auto rides during the balmy noonhours of the fall.

Our chief, Edward P. Morse, has been vacationing at his camp in the Adirondacks.

Harry A. Hanbury, of the executive staff, has returned from a month's sojourn in the west. He visited Yellowstone Park and many other places of interest.

In the Payroll department: "Tingaling-a-ling!" Nordin Wallace, alias Rudolph Valentino, steps to the phone. "Hello!" and a feminine voice on the other end begins to purr: "That you Nordin?, this is Helen!" (Some days it is Lila, other days, Florence, and still again it is apt to be Mabel). Then ensues the most thrilling exhibition of cooing imaginable—regular dove-cote stuff—with Nordin trying to make it appear that he is engaged in a very, urgent business conversation.

A Merited Advance

Daniel J. O'Donnell, a diminutive but spry, member of our office force who has been here for several years, has taken another step upward, having been transferred from the payroll department to the disburstment department. Dan is a hustler and spends his idle moments studying how to handle his work better, which is a good recipe for success.

Miss Peggy Dolan, one of the popular young ladies of the office force, employed here four years, has left to accept a position with the Ocean Insurance Company, Fifth Avenue and Seventeenth street. Miss Dolan had charge of the addressograph department work and assisted in the payroll department.

Miss Jensen is elated over the fine job the boys did on her Dodge roadster. The garage mechanics certainly did themselves proud and the fellows in the wood working department who put the finishing touches on it showed that they know a thing or two about handling the paint brush. Bob Welsh, in whose care the car has been assigned, is almost as proud of it as he is one of those youngsters he has at home. Bob's a great father and a great chauffeur.

Patsy Bizarri, the porter who has looked after the Employment office, Hospital and Paymasters office, for several years, has been transferred to the main office building. Patsy has been on the job here for a long time and is a faithful, hard worker.

Dr. and Mrs. Wynne recently made an automobile tour of New York state.

A LITTLE BIRD TOLD ME

Charles Bullock, has been transferred from the truck garage office to the position of private chauffeur on one of the large Packards and makes a natty appearance in his new uniform.

J. H. Marquis, is now night Timekeeper, at the main gate, having succeeded Charles Brown, who has been transferred to the day shift.

Capt. Kirby spent several days renewing acquaintances in Boston recently and while there came across an old newspaper clipping, reporting a reception given him years ago when the captain was one of the crack bowlers of the country and toured from city to city exhibiting his prowess.

A card received from Walter G. Gurnee, formerly employed here says that "the Morse division" of welders has arrived in Sharon, Pa., to work for the Carnegie Steel Works, having gone there when work became slack here. Howard Fowler, Murray Silverman, and Scotty McInnes are with him.

The boys in the Garage sympathize with James McNeill, night chauffeur whose infant daughter died recently.

Joe McGuirk is back on the job again telling the boys about the World Series.

Jimmy Hennessy, Rivet Tester, is the proud father of another girl. That makes four suffragetes. The Hull Department boys are congratulating him.

Hildred Benner, former Employment Manager, now connected with the Otis Elevator Company was a visitor to the plant a few weeks ago and spent a delightful time renewing acquaintances, and radiating his usual good nature.

A penny goes for a paper,
A nickel goes for a smoke,
A dime just goes where nobody knows;
And that's why I go broke.

A quarter goes to the movies,
A half—it goes for a spree;
Each dollar I get goes to pay a debt—
And never comes back to me.

Henry Keller, a former employee here, has taken a position in the Roosevelt Hospital in New York. He sends word that he misses the yard and wants to be remembered to his friends here.

Anyway prohibition has shown up those fellows of whom it used to be said: "He'd do wonders if he didn't booze."

One can't tell what is in a man and a mince pie by the looks.

A new arrangement has been made to take care of the mail addressed to the yard employees. A letter box has been put up at the main gate and in it will be deposited all letters, postal cards or papers sent to the employees. Watch the main gate letter box for your mail.

Harry Coleman, outside machinist helper, reports a very successful season at his Orange County boarding house.

Capt. Moore, alias Barney Google, has decided that *Nimble Turtle* is not a good name for the craft he pilots and after consultation with Capt. Kirby it has been decided to name the boat the *Spark Plug.*

Eddie Fisher is a great radio fan. A few nights ago he was listening in and thought he was getting stuff from Detroit, Mich., but it turned out to be from one of the big department stores in New York, all of which goes to prove that even the best experts can be deceived.

Frankie Crossen, formerly employed here for a long time as a chauffeur, was married recently to Miss Catherine Sherlock, a Bay Ridge girl.

John Smith, has been transferred from the main truck garage to the New York branch shop.

Billy McEwen got into a scrap with a rivet the other day and the darn thing bite his nose—so he says.

Danny O'Donnell rode the goat in the Elks Club on October 20. Joseph Dirosie, better known as "Clancy," a former member of the employment bureau, now a prohibition enforcement officer, was put through at the same time. Many Morse Elks turned out to see that thy had a good time.

Gus Johnson is now doing the porter work in the Employment Office, Hospital and Paymasters office.

Jim Collins, chief engineer, is having his troubles again. The steam heat season has arrived.

How great the virtue and the art.
To live on little with a cheerful heart.
—*Alexander Pope.*

You must get acquainted with the family to win the daughter

A Nickel a Week

What For?

(Editor's Note—*Below are extracts from a series of pamphlets issued by the Employees Association during 1921 to acquaint members with the benefits and purposes of the organization. As there are many new members now among us we are reprinting these extracts because it is felt that they will help the new comers, as well as the old members, to better understand the uses to which that Nickel a Week are put.)*

By Jit Nee

"EASY money, firin' and hirin' men." That's what a fellow said about the employment office once, and that makes me think that there might be other guys thinking the same thing.

You know, when I saw the crowds jammed up around the gate in the morning, like they were waiting to buy tickets for a World's Series game or to peek at the Bathing Beauties, I thought of looking over that employment office, and seeing for myself some of the operations. And among other things I learned that *the Morse Yard is a good place to work in!*

Funny place to find that out, but it's a fact. Got the figures there. They've got percentages, releases and "taken on" right down in black and white and when I saw them I sensed the whole thing.

That employment office is the pulse of the big yard. Like the doctor grasps your pulse and consults his watch, that employment office, with its books and figures, knows the symptoms of the yard.

And when the employment men gleaned from the figures the fact that more than 70 per cent. of the men here chose to remain at a time when the labor "turnover" overwhelmed other plants, it stopped long enough to find out why. They asked the men whose names remained on the books, and the men replied.

"*Because the Morse Yard is a good place to work in.*"

Now, going to the employment office to get that information is just like asking a ticket seller in the theatre, "How's the show?" He may not tell you the truth, but he knows by the number of tickets he's selling.

When, in one of the recent issues, I said something to the effect that THE EMPLOYEES' ASSOCIATION, *is not interested in you alone, but in* your home and family, you might have passed that remark like a hobo passes work. You might have thought it a lot of bunk and bull. But if that's bull, I'm President Wilson!

Look what happened at the MONTHLY MEETING OF THE ASSOCIATION when a guy gets up and declares himself for a Christmas celebration *for the children of the members of the ASSOCIATION.*

Did you see some other guy with a long face get up and throw ice water on that? Did you hear anybody yell. "Where did you get that stuff?" You did not!

For a nickel a week, or four times that much, there's no child of a Morse man being robbed of his candy and movies around Christmas time.

No, sir! The boys say, "Take it out of the ASSOCIATION kitty," and the first thing you know, the committee has Prospect Hall, a band, movies and presents all lined up for the *Kids' Kristmas.*

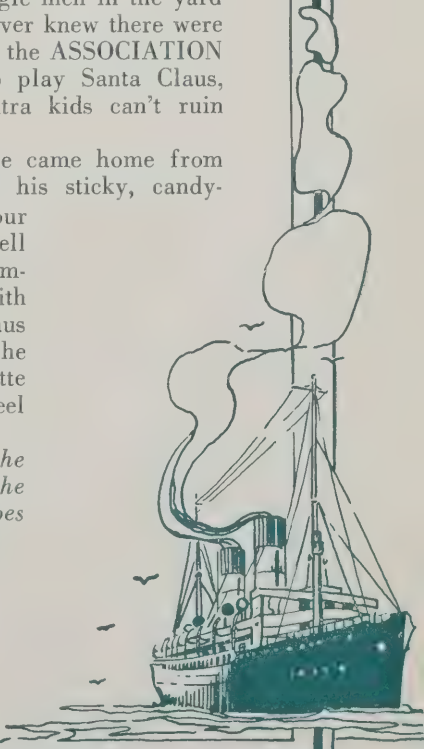
Through the slips handed in at the main gate, the committee is asked to provide for about 3,000 children.

Speaking about the number of kids, one of the committee said that all the single men in the yard must be married because he never knew there were so many kids in Brooklyn, but the ASSOCIATION isn't squawking. It set out to play Santa Claus, and a couple of hundred extra kids can't ruin the act.

And when Willie or George came home from that Kids' Kristmas and laid his sticky, candy-soiled mitt on the bosom of your boiled shirt, and started to tell you how Charlie Chaplin shimmied along the board-walk with his best girl, and how Santa Claus set his whiskers on fire when he was caught with a short cigarette butt, didn't you smile and feel glad that he had a good time?

And didn't you think that *the Kid's Kristmas is only one of the many things that your nickel does* and that it's worth the money?

(This series will be concluded in the next issue).



MORSE for Ship Repairs and Reconditioning

Dry Docks up to 30,000 tons Capacity. Complete facilities for all kinds of ship repairs and reconditioning.

A new, modern, daylight Manhattan plant (next to the White Star Piers) enables us to give spot service in emergency and voyage repairs.

LIKE the Towering Buildings of Manhattan, the Enviable Reputation which our Friends in the Shipping Trade have Bestowed upon this Company Stands on a Firm Foundation. Conscientious, Faithfull Service and Expert, Thorough Workmanship are Responsible for the Statement Frequently made that the Morse Company is the Most Dependable Organization of its Kind in the World. And to Us it Seems Quite Natural that the Best Equipped and most Carefully Managed Plant it is Possible to Maintain Should Win the Commanding Position that has been Accorded Us.

MORSE DRY DOCK & REPAIR COMPANY

BROOKLYN, N. Y.

Foot of 56th St., Telephone Sunset 5100. Cable Address: Pyrosison, N. Y.

The Prince-Wark Company of New York City

The MORSE DIAL

December, 1922

UNIVERSITY OF ILLINOIS LIBRARY

THE FIRST LINER ENTERING NEW YORK HARBOR

Let Your Imagination be the Aviator

By Bert Barnes

THE other day an aviator sailing through the skies of our city wrote a smoke message that made every one who saw it gasp in wonder.

Almost every day in this big plant of ours hundreds of smoke messages go leaping unheeded to the heavens from the funnels of the huge ships that come here.

True, the messages are hard to interpret unless we use our imagination, but they are there never-the-less.

Look up at the opaque skies tomorrow when you go walking through the yard and see if you can recognize the word *Industry*.

Of course you can because the smoke which you see there represents *Industry*, big vital industry, of which you yourself are a part.

Take pride in the work you do; rejoice that the smoke is there and that it has a meaning, a message for you.

MORSE DRY DOCK DIAL

Vol. 5 December, 1922 No. 12

The S. S. Saale on our No. 1 Dock before the fifth section was added, a picture taken when our present plant was undergoing construction

A Challenge to Old Time Efficiency

Editor's Note: — *This is the fourth in a series of articles by Mr. Morse in which he is relating the history of the dry docking and ship repairing industry in this port as he has seen it during the past 40 years.*

THUS far in this series of articles I have omitted mention of the larger repair and reconditioning jobs undertaken by this company in its early history. When our plant was small and our facilities comparatively limited we had to face handicaps that were frequently as puzzling as they were trying. Notwithstanding these handicaps we established world records which served to attract helpful attention to us from the shipping trade.

There were three jobs in particular that were remarkable, not only in the matter of the time in which the work was completed but also in the matter of the cost to the ship owners and underwriters, and it may be interesting to compare the conditions under which those jobs were done with the conditions prevailing in the industry today.

The rebuilding of these ships have been mentioned in *The Dial* before but in order to illustrate the following remarks regarding present day efficiency it will be necessary to mention them again.

Production efficiency is a subject that has received much serious thought in our organization for a long while and since we are constantly working out a carefully planned program of endeavor to raise the efficiency of our working force, there is for me a peculiar interest in reviewing some of the earlier jobs of this company and making comparisions with conditions as they exist today.

In reflecting on the cost of repairing the *S. S. Florida*, a famous contract which we carried out in 1912, and what the cost would be today, I cannot help but consider the comparison almost unbelievable. While we know that the cost of labor now is much higher than at that time, we must keep in mind the fact that in 1912 we did not have the facilities for handling work of such a difficult nature as quickly and as cheaply as we do now, and this should be expected to offset the higher labor charges of today.

In 1912 to remove damaged plates it was necessary to drill out all rivets—a slow, tedious job. All cutting of plates on the ship was done by compressed air.

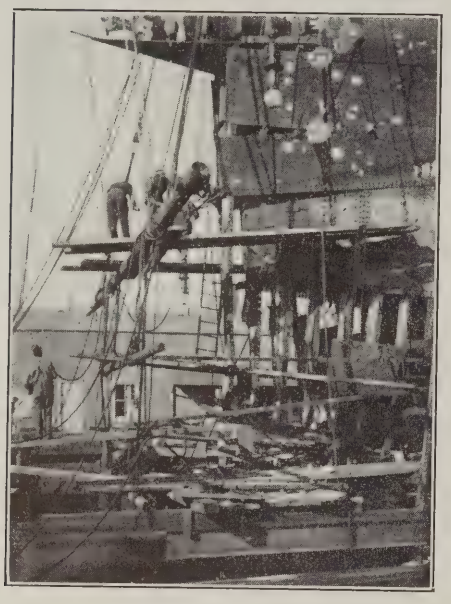
The repairs to the *Florida* were considered so important that one of the heads of the London Salvage Association came to New York to look after the Association's interests. Tenders were called for and the bids submitted were opened in the office of C. B. Richards & Co., agents for the line and we were the lowest bidders.

I was present and after our bid was gone over John W. Robins, from the Robins Company, stated that he did not believe we could do the work in the time we had specified. Mr. Richards agreed with Mr. Robins and objected to our bid, but I insisted that I was sure that we could keep within the 24 days we had allowed and that since they had provided for a demurrage penalty in the specifications they were covered if we failed.

After much discussion the Salvage Association representative asked me if we could do the work in the time specified and upon my again reassuring him, he closed the matter by stating that he would award us the contract, with full confidence that I would keep my word.

We started the work the following morning but unfortunately lost four days in removing the crushed bow. My superintendent and head foreman believed they could save time by removing the bow in sections, most of the removal to be done before the ship went on dock. I figured that the only way to save time and expense was to remove the whole bow at one cut and have it lifted away by the *Monarch*, a giant derrick, owned by the Merritt & Chapman Co., but inasmuch as my superintendent had started work his way and had his gangs organized for doing it I waited developments.

Naturally there was some anxiety and I watched the work closely and in a day or two could see that we were not making much progress. On the morning of the fourth day I ordered all of the men off of the floats around the



Repairing the S. S. Columbia

bow and started the chippers to work cutting from the top of the rail to the water line on both sides, back of the damage and across the steel deck. This job was finished on the following day and we then placed the ship in dock and finished the two cuts, leaving only enough metal to hold the bow in place until the derrick took hold.

After the derrick got into position and took some of the weight, we made the final cut and the bow was lifted clear of the ship. We then took the boat off the dock, turned her bow in, raised her on dock again and in thirteen days had a new bow built and the ship off dock.

At that time the acetylene burner was unknown. If we could have used burners to do the cutting as we do now, we would have saved several days time. Due to the loss of the four days at the outset we required every minute to get through in the 24 days specified.

I had given my word that the ship would be completed on time and I took charge of the job personally. The night of the 23rd day I had Arthur Grant and Alex Mackey, two of my most competent men, with me and we worked the mechanics all night. Most of them had been working considerable overtime and this last night was hard on them. Tom Purvis and some of the other riveters actually slept while they stood waiting for the rivets to be passed along. When a rivet was ready they would drive it up, then sleep until the next rivet was ready.

That night there were so many little details to finish in order to make a complete job that at times it almost seemed impossible for us to get through but by 7 o'clock the next morning all was ready; every item on the list had been completed. At 7 o'clock I went to the office and dictated a letter to Mr. Richards notifying him that the ship was completed, ready for inspection and that they could take her to their pier if they wanted to do so. I sent this letter by messenger and about 9 o'clock Mr. Richards called me on the telephone and wanted to know if it was true that the job was finished. He had considered it an impossibility and could not believe that the work was done. He said he would come to the yard on a tugboat with the surveyor and inspect the ship. When he arrived I went on board with him. He simply said that it was astonishing to find the work so thoroughly done and he accepted the boat. We made a fair profit on the work.

I have recalled many details in relating the story of the *Florida* for the purpose of pointing out one of the most harmful developments of our industrial life in America and something that must be taken into serious account if we, as a nation, are going to progress industrially.

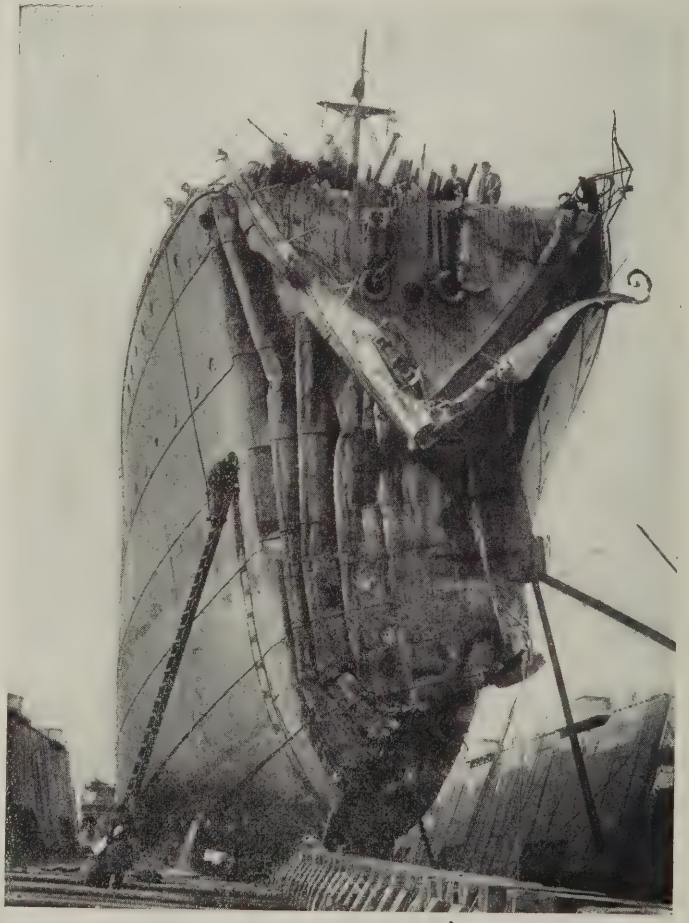
Compared with our present facilities for doing work of this kind, the rebuilding of the *Florida* bow was done under the most adverse conditions imaginable. Tools that we are using today were not thought of then. Even our air tools, chisel steel, etc., were comparatively poor. All of our riveting was done by hand whereas today it is hard to find a hand riveter and all rivets are driven by compressed air in much faster time.

Notwithstanding all of these handicaps, despite our wonderful burning outfits and our improved tools, despite a plant containing every known facilitiy for handling work in the most efficient manner, and despite the fact that it is conceded that ours is the most uptodate and efficient plant in the world, neither this company nor any other company can now equal the *Florida* job in the matter of time or cost.

This is a serious condition in the ship repairing industry and our organization here should give it grave consideration. Allowing that we have the most uptodate and convenient plant, and the most efficient tools it is possible to buy or conceive, the trouble must naturally be with the men and those in direct charge of the men.

Have the war methods of carrying on repairs, with its tremendous waste, extravagance and lack of efficiency, so taken hold of the shipyard workers that they cannot get away from it? I am aware that the percentage of efficiency now as compared with the war days, is better; that production efficiency is steadily gaining, but even at that not only this company, but all of the repair yards in the country, are not turning out their work with anywhere near the efficiency and thoroughness they should.

We may pat ourselves on the back and crow about some quick job we have finished but the fact remains that our average work is not turned out as economically as it ought to be. Our yard could be full of work even in dull times if each man did his level best to



The S. S. Florida on Dry Dock for survey after her collision

One Corner of Our Plant as it appeared in 1914

do each job quickly and cheaply. If this were done and the cost of repairs thus reduced, the work would naturally go to the yard most capable of giving those results.

Shipowners are losing money and do not expect any change for the better for some time to come and it is necessary for them to cut down expenses in every way possible. With this in mind they first cut their repair lists to a minimum and then select the most efficient and economical yard for their work. If our American yards are too expensive they of course will repair in foreign ports if possible.

Our organization, man for man, should give this matter serious contemplation and the heads of the departments should weed out the inefficient and strengthen their forces with the best men available.

In the last issue of *The Dial* there was a picture of the Anchor liner *Columbia*. This ship collided with an iceberg and it was necessary to build a new bow. This was in 1912 and under the same conditions as the *Florida* so far as tools and labor were concerned, the old bow was removed and a new bow built and the ship delivered at her pier in seven days. That same job could not be done today at the present rate of production efficiency prevailing in the ship repair industry, in twice the time and for anywhere near the price. And this, despite the fact that we have facilities and tools and methods not dreamed of in 1912.

Another record job was on the *United States*, which had been in collision outward bound. Her whole side was crushed in, the engine room filled up and she sank in the Swash Channel. Our time was 20 days to make repairs and deliver the ship. As usual we finished a little ahead of time. The same comparisons with respect to time and cost apply here. We could not possibly do the same work today in the same time under prevailing conditions.

It seems to me that we want more "punch" in our daily effort. We want more pride and interest in our work if we are going to overcome the deficiency. We want men to feel that when they turn out a quick job it is a credit to them as well as to the company. With more of that feeling we will see more ships and more work in our yard.

Referring again to the *Columbia* job, when the ship came on dry dock the general manager of the Anchor Line wanted our time and he stressed the importance of a quick job. I told him that we would complete the contract in ten working days and told him that he could wire back to the owners of the vessel in Glasgow when they could expect the job to be finished.

He did so and back came a cablegram that they considered it impossible to finish the work in ten days, and asking if temporary repairs were meant. He sent a reply that permanent repairs would be made by us in ten days. Again they wired back that they did not consider it possible, that they had consulted the builder of the ship who had said that the repairs could not be done inside of three weeks in their yard at Glasgow. This made the General Manager of the line angry and he refused to send another wire. We delivered the ship at their pier on the seventh day. The tenth day fell on Sunday and Sunday afternoon at 4 o'clock the ship sailed. Shortly after this I was in Glasgow and called at the Anchor Line of-

fice and they assured me that they were very grateful for what we had done for them but they could not understand how we did the work so quickly.

With the same punch, the same pride in our work and the good name of this company behind it; with all departments working together in harmony, eliminating petty jealousies and each man trying to do his best for the company and for our customers, we can soon get back our old stride and there will not be so many men on the line and conditions in the yard will again return to normal.

The company has given to its workers the best facilities, the cleanest yard and shops, and every convenience for their welfare. It is conceded that no other yard equals ours in these respects, and it is only necessary that there be a full-hearted effort on the part of every employee to utilize this uptodate equipment and plant to further extend its reputation for production efficiency, a reputation which it has always enjoyed but one which could be made even more gratifying to all concerned.

(To be continued)

Interested in Our New Diesel Department

MUCH interest has been manifested by the shipping trade over the establishment of our new Diesel department, announced recently. *The Marine Journal* in its issue of November 25 carried an interesting article about our new service and there has been a flood of letters commenting favorably on the innovation.

The article that appeared in *The Marine Journal* follows:

"The motorship problem is rapidly taking precedence over most other mechanical problems which have to do with the operation of ships, for the Diesel engine has definitely taken its place as an indispensable adjunct to successful competition in the shipping world. Throughout the entire marine engineering field, the subject of Diesel propulsion is receiving pronounced attention and the rapid changes that are constantly taking place—the late developments that are a matter of almost weekly comment wherever shipping men foregather—have shown the vital need in this country of a readily available and thoroughly modern engineering service that will be exclusively devoted to the Diesel engine problems of shipowners.

"In view of the extreme interest in the subject of the Diesel engine at the present time, an announcement just issued by the Morse Dry Dock & Repair Company relative to that company's organization of a Diesel Service Engineering Department, should prove of more than ordinary interest to the shipping fraternity.

"The addition of this department to the already comprehensive service at present available through the well-known Morse organization offers a new angle of approach to the problem of the Diesel engine and brings to the American ship operator a valuable medium through which he may keep in immediate practical touch with the latest developments in this important field.

"Owing to the fact that there are so many different types and makes of Diesel engines, both foreign and domestic, and that the principles of design, manufacture and performance are constantly undergoing important and rapid change, it is often a difficult matter for a shipping executive to gain a proper perspective and unprejudiced advice relative to the commercial, technical, mechanical and operating phases of the motorship problem. The new Morse service has been designed to meet this growing need.

"In addition to developing the special shop equipment necessary to handle all branches of Diesel conversion and repair work, which has called for the organization of a broadly-experienced mechanical staff who are specially trained in such work, the Morse Diesel Service Department contemplates supplying as an important item of free service to Diesel operators or prospective operators, thoroughly experienced and competent engineering advice regarding any and all aspects of this new form of marine drive.

"Mr. Louis R. Ford, who will be manager of the new department, has designed, built, installed and operated Diesel engines, both large and small, and during recent years has made an extensive study of business and financial considerations that invariably present themselves to an executive when he first begins to consider the possibility of acquiring motor-driven ships. Mr. Ford's training and record are such that this advisory service supplementing that of the consulting engineering or the permanent engineering staff of a shipping company will be a thing of real value to any shipping concern.

"The policy of the Morse Company throughout is one of impartiality and unbiased professional judgment regarding the type and make of engine best suited for any given condition. Shipping executives will thus be assured of experienced and competent judgment and engine manufacturers will know that the merits of their respective products will be considered by a competent engineer thoroughly familiar with this subject, and unswayed by any affiliations.

"The scope of the activities of this department is very complete, covering as it does the problem from the point of the executive's original business analysis of his motive power problem down through the consideration of technical matters relative to selection of size, types, etc., and their incorporation into given hulls and from this point of advisory service, into the shops and docks of the Company over complete execution of conversion or repair programs, with the added assistance and selection and training of operating personnel and conduct of trial trips.

"We feel that the Morse Company is making a new contribution to the development of the Diesel industry in the work which they are undertaking and that the average shipping man who is directly or indirectly connected with the subject of internal combustion engine drive, if he has not already read their announcement 'Looking Into the Future,' could do so with interest and profit."—*Marine Journal*, New York.

We have prepared two delux booklets, one dealing with our new oil burning system, the other telling about our Diesel engine department. We shall be glad to send a copy of either, or both to those in the shipping trade interested in the subjects covered. Address your request to the Advertising Manager, Morse Dry Dock & Repair Co., Brooklyn, N. Y.

Better be an ambitious, willing "cluck" than an inefficient unwilling "expert."

An ounce of enthusiasm is worth a ton of dissatisfaction.

The Morse Mechanical Fuel Oil System

By D. J. Irish,
Manager Fuel Oil Department

FROM the time that fuel oil was first used in marine practice, great strides have been made in the development of the necessary equipment and also in the technical knowledge of the science of combustion.

We are all familiar with the great advantages of fuel oil over coal for marine use: A clean and wholesome fireroom; ease of bunkering; elimination of coal passers; clean decks; absence of smoke; ease with which steam is produced; greater steaming radius, etc.

All of the above are produced today after many years of experimentation in the burning of fuel oil, but during the experimental period many heartbreaks and curses resulted because fuel oil has not been thoroughly understood.

Even now there are many fuel oil systems on the market that do not give the results desired by our very exacting engineers.

With all this in mind, coupled with the vast information and operating data that has been accumulated by the Morse Dry Dock & Repair Co., during the installation and operation of many kinds of fuel oil systems the Morse Company decided to develop a mechanical oil burning system that was worthy of the name of Morse, with the object of making it the most efficient fuel oil burning system yet devised.

With this end in view, a mechanical system has been designed, comprising all of the necessary units for a complete installation. The several units of the Morse System are: Atomizer; Air Register, or Mixer; Oil Heater; Duplex Strainers (Suction and Discharge); Duplex Pumps (Vertical or Horizontal and fitted with Governor); Bypass Valve and Air Chamber.

As part of the System, a gas analysis machine and flue temperature recorder, as a help to maintain the highest obtainable efficiency possible, is provided.

The Burner has been designed in a very rugged and simple manner, is easily cleaned, with nothing to get out of order. When in operation, the oil capacity is controllable at the Burner, and has a wide range, with an oil pressure of approximately 100 lbs. constant at all rates of running and it produces a very fine atomization at any speed.

The Air Register, or Air Mixer, has been designed to embody all the good points of other air mixing devices, with several new and novel features, with the result that the Morse Air Register is the best air mixing device ever produced for the combustion of fuel oil.

Editor's Note:—*Announcement has just been made of the perfection of a Morse Mechanical Fuel Oil Burning System and the following article has been furnished to us for this issue of The Dial by D. J. Irish, who has charge of the new department. The article describes briefly the system and service which this new venture represents.*

The essential features of the new design are:

First: The absolute control of the air entering the furnace around the outside of the Air Register, which permits of a very intimate mixture of air with the finely divided atoms of atomized oil at the point of the oil cone ready to receive it and so produces perfect combustion in the shortest possible time.

Second: A separate and absolute control of the air entering furnaces around the center of the oil cone as it emerges from the atomizer, which immediately puts the angle or width of oil cone produced by the atomizer under the control of the operator. This is absolutely necessary to permit the entering air to surround each atom of oil and give it the necessary oxygen to burn it smokelessly and efficiently.

A detachable oil drip pan is provided to permit of all oil drips around the Burner being caught so that an absolutely clean and safe boiler room floor may be maintained.

The Oil Heater has been designed to be of the internal film type, and for the same diameter and height of other oil heaters, has double the heating surface.

A very distinct advantage is the counterflow principle, that is, the hottest steam entering comes in contact with the hottest oil as it is leaving the Heater, and again, the Heater is so designed as to have the oil films at the oil entrance to the heater of the greatest area, this area gradually diminishing in size toward the oil outlet. By this means, the Heater is able to take care of the most viscous of fuel oils without diminishing its capacity.

Another great advantage is the simple manner of cleaning. The inner core, approximately three inches in diameter and about thirty-six inches long, can be almost instantly removed and handled by one man without the use of tackle, and when removed, all the oil films are exposed and easily accessible for cleaning, thereby, simplifying this dirty job.

All joints, both for steam and oil, are outside, there being no possibility of the oil getting into the steam, or steam into the oil.

The Heater may be installed either vertically or horizontally, as the occasion requires, ample provision being made to drain in either position.

The Discharge Duplex Oil Strainers are so designed as to eliminate the necessity of having individual strainers at each Burner. The baskets are of the triplex type, arranged one within the other and are exceptionally large, presenting an enormous oil straining area, the outer screen being made of comparatively coarse mesh screen; the middle screen being of a finer mesh, and the innermost screen being of the finest mesh.

All oil passing through the innermost screen is thoroughly strained and ready for atomization. A standard two-way plug cock is so arranged as to provide means for transferring the flow of oil from one set of baskets to the other set, thereby permitting the ready cleaning of the basket not in use, an automatic lock being arranged so that the cover over the side being used cannot be removed, thereby making it absolutely safe and clean.

The Oil Pumps are of the duplex type, either vertical or horizontal, as the case may require, and are provided with a reliable Governor by-pass oil valve set to maintain 100 lbs. pressure on the oil line at all times.

A Gas Analysis Machine of a standard well known type, of rugged design, will be provided as part of the system, for a continual check on the fuel combustion.

A Stack Temperature Pyrometer will also be provided as an aid to the operator for maintaining the highest efficiency.

Oil Pressure Gauges and Thermometers for the maintenance of oil pressure and temperature will be provided as a regular part of the outfit and will

(Continued on page 12)

Foiling the Poison Gas on Oil Tankers

By J. Shaw Kavanaugh

IT might be of interest to the men in the yard who work in oil tanks to learn something about the gases given off by petroleum.

Peroleum is chiefly composed of two elements, carbon and hydrogen, which are combined together in different proportions, forming what are known as hydrocarbons. These hydrocarbons are divided into different classes or groups which are determined by general formalae.

The class or group we are chiefly interested in is the paraffin or "saturated" hydrocarbons, as these largely compose the light or violatile constituents of all petroleum, the differences in the various mineral oils being mostly due to the heavy constituents.

The vapor chiefly given off in crude oils is known as pentane. This is the lightest of the "gasoline hydrocarbons" but in a gaseous state it is two and a half times heavier than air.

Therefore these vapors will be found in largest quantity at the lower part of the tank, diffusion causing some of the vapor to be in circulation throughout the tank.

Heat of course has a great deal to do with the amount of gas generated. The higher the temperature the more vapor is given off. Pentane boils at 97° F.

There has been but few experiments performed to test the poison properties of gasoline vapors and none are known to have been made on crude oils. For practical purposes we may assume that vapors from crude oils are the same as from gasoline.

A man breathing air that contains 0.14 to 0.28 per cent. oil vapor will feel slight disturbances after several hours. The maximum amount of oil vapor that one can breathe for an hour without serious disturbance is 0.43 to 0.71 per cent.

It is impossible to breathe air even for several minutes which contains more than 1.7 per cent. oil vapor. This fact has been established by the Bureau of Mines. A man who breathed that atmosphere became intoxicated after three minutes so that he was unable to stand without holding to a support.

Everybody knows that oil vapor and air in the proper proportion will form an explosive mixture. With gasoline the explosive range is from 1.5% to 6.0%.

It might be interesting to note that the man breathing 1.7% oil vapor was overcome in three minutes while the minimum amount of vapor required to form an explosive mixture is 1.5%, which is close enough to surmise that when a gas is of sufficient richness to be explosive it is impossible for a man to breathe it.

Editor's Note: — At the request of The Dial Mr. Kavanaugh has written the following article for the benefit of our employees who work on oil tankers. He has purposely avoided using too many technical terms so that the article will be generally understood. He points out why extreme care should be exercised by those who work on oil tankers to avoid gas poisoning and explosions and he tells how to avoid them.

It is well to remember that all men cannot stand the same amount of vapor. One man might be able to work in a place where another would be overcome. To avoid this condition it is customary for chemists to forbid men working in a tank which contains 0.1% of oil vapor.

When it is necessary to work in a tank which contains or has contained oil and a chemist has found that there is too much oil vapor present to permit men to enter, the air has to be purified. This is usually done by blowing live steam into the tank for a period determined by the amount of gas, the grade and amount of oil left in the tank (if there is any), the size of the tank, the size of the steam line and the steam pressure. The manhole plates or tank lids are closed and the steam turned on.

The steam saturates the air and being under pressure escapes through the vent line, carrying the oil vapor with it. The steam also heats the oil and evaporates any light oils present, preventing a later generation of gas after men are at work removing the oil.

In tanks where there are close corners in which gas is likely to pocket, such as double bottom tanks or cofferdams, it is a good practice to place an air hose in the tank, supplied by an air compressor. This causes a rapid circulation of air which will break up the "pockets" and it also helps to cool the tank. In some cases windsails, fans and ejectors are used for the same purpose.

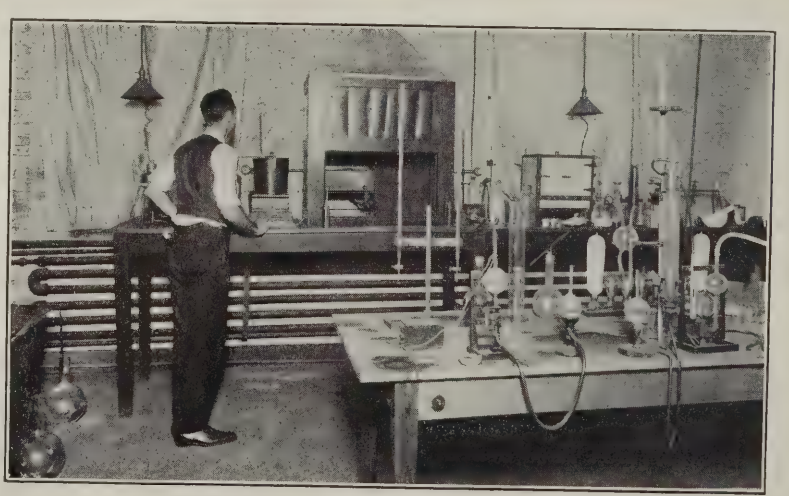
There are a few don'ts to remember in working around oil tanks.

One should never go into a tank until it has been tested and passed by a chemist. We have had men in our yard who have been foolish enough to throw a lighted paper or a white hot rivet into an oil tank, thinking that this test was sufficient. Any person doing a thing of that kind is guilty of endangering not only his own life but the lives of others, not to say anything about the usual damage to property.

A burner should never burn into a tank without explicit orders from his snapper or inspector, and certainly he should never enter a tank with a torch nor begin burning within a tank until he has received explicit orders.

It is just as silly and dangerous to use a lighted candle to see by when taking off a lid or manhole plate as it is to go looking for a gas leak with a lighted match.

It should be realized by everyone working here that the Company has definite reasons for laying down what may seem like drastic rules governing the work on oil tanks.



Our Plant Chemist Making an Oil Test

Top: the S. S. Resolute and the steamer Robert Dollar. Below: S. S. West Arrow and the Marore

Big Things Done Quickly

ONE of the fascinating things about the ship repairing industry, especially in a plant of such magnitude as ours, is the constantly changing panorama of activity that is laid out before us day after day.

As typical of the bigness and the importance of our work here, let us take a few days out of a recent month and run over the worksheets to see what story they tell.

Accompanying this article are four pictures of vessels that engaged our attention recently, almost one after another, and the work performed on them while not involving contracts as large as others that come to us from time to time, nevertheless represents a surprising capacity for doing big things, quickly.

Unusual and big engineering feats are so ordinary in our workday life, we seldom give them more than passing thought as we move from one to another, and yet in what other industry are so many big jobs done within such short periods?

The *Resolute*, pictured in the upper left hand corner, was dry docked here for survey and repairs to her stern frame, prior to more extensive alterations in preparation for a round-the-world cruise. The work involved an unusual welding job. The stern frame in the arch directly above the middle propeller was cracked and to mend it required cutting out a piece three feet in length. This work was done by our burning department mechanics using high pressure acetylene torches. Two cuts were made, each through a section of solid steel, twelve inches by fourteen inches.

The actual cutting time took only twenty minutes. The job also required the forging of a special billet which was turned out in record time. Because the thermit welding involved highly specialized equipment the contract for doing the welding was given to the Goldschmidt Thermit Company, New York.

The mechanics of that company began their work at 8 o'clock on a Sunday morning and completed their task shortly after midnight, using approximately 600 pounds of thermit for each weld. Massive torches were rigged up and as they poured out their glowing flame the yard presented an unusual night picture. The actual pouring of the weld took only about six seconds, the rest of the time being consumed in the preparatory work.

The job was one of the quickest on record.

Immediately after the departure of the *Resolute*, her sister ship the *Reliance* came to our plant and remained on dry dock several days undergoing extensive propeller repairs. Since then Morse mechanics have been at work making alterations on her for a cruise to South America.

(Continued on page 12)

An English Version of the Dry vs. Floating Dock

THE following item is clipped from a recent issue of the Liverpool Journal of Commerce. It appeared under a widely read column headed "Notes and Comments," and because it affords an interesting example of how the Englishman regards the graving type of dry dock as against the floating type, we are reprinting it. Unfortunately the writer indicates that he is not thoroughly familiar with the floating dock as we know it in this country. It would appear that he considers the floating dry dock as a device that is moved from place to place, wherever the docking facilities are wanted, whereas the floating dock as we know it is stationary, in the same water berth. The clipping reads:

"Mr. Edward Morse, of New York, is well known all over the world as an enthusiastic advocate of the floating dock for repair purposes, and from time to time has written some very interesting matter on the subject. In his house magazine he is at the moment writing a series of articles on the growth of his firm, and incidentally is telling some very interesting stories which have not yet seen the light and which make useful links in the history of shipping and ship repairs. One interesting little note recounts the way in which the then directors of the North German Lloyd went into the subject of dry versus floating docks in a very thorough manner. Eventually they were convinced that for big ships the sectional floater was not only more convenient but far safer, in that it was acknowledged that every big ship hogged slightly at her launch, and there was sufficient "give" in a sectional floating dock to let the ship rest easily and without damage, whereas on strong blocks set over a stone floor the ship is rudely forced into her original shape every time she is docked and before very long she begins to feel some effect of it. There is a good deal in this, of course, and the convenience of having the power to move one's repair facilities wherever they are wanted cannot be over-estimated, but in the long run the rivalry between the two systems must always rest more or less on local conditions. Large sums of money may be saved by the construction of a floating dock, but on the other hand, there is always the possibility that so much dredging will be necessary that the bill will be colossal. Against this is the point that it is much cheaper to add a section than to enlarge a graving dock, as witness the Trafalgar."

Thermit Welding Has Become an Important Factor In Ship Repair Work.

Above are pictures of a job done in the Morse plant.

Now Sail Under the Panama Flag

AN incident of more than passing interest to Morse employees as well as to the public in general, occurred recently when the United American Lines transferred the two passenger steamships, *Resolute* and *Reliance*, from American registry to that of the Panama Republic. Both of these boats had been in dry dock at our plant, the *Reliance* being on our No. 2 dry dock when the transfer was made, having followed the departure from the same berth of the *Resolute*. There were no formalities but when eight bells struck at noon on December 7 the quartermaster on duty on each vessel lowered the Stars and Stripes and hoisted the Panama flag. The transfer was made necessary because of the prohibition ruling on American ships. The *Resolute* will leave New York on a cruise around the world on Jan. 9 and the *Reliance* will start on a cruise to the West Indies and South America on February 3.

Any man may make his mark in this world, but it is isn't always a mark of esteem.

Have you taken an inventory of yourself lately? Appraise your mental equipment and the quality of your willingness to achieve.

A man's disgrace can always be traced back to himself.

Making Their Debut

By E. E. Donnelly

"HELLO-OPERATOR TELL THE NURSE AT THE HOSPITAL TO HAVE A COT READY- I MAY NEED IT BY THE TIME I GET THIS ROOM PUT TO RIGHTS-"
MR. ROSE ON THE TELEPHONE. JUST AFTER MOVING INTO HIS NEW OFFICE DOWNSTAIRS
THE HIT OF THE SEASON
-"AND IF YOUR LOOKING FOR ACTION, THAT'S US — QUALITY, SPEED, AND SATISFACTION!!!"
"NOW-I'M TELLING-YER, I'VE GOT 12 ON THE LEFT SIDE AN' 14 ON THE RIGHT-"
TOM RATHBONE
THE EDITOR
THE TWO LEADING CONTESTANTS IN THE OFFICE MUSTACHE RACE
DIESEL DEPARTMENT
OIL BURNING DEPARTMENT
CONTRACT
CONTRACT
CONTRACT
A NEW ACT IN THE MORSE ACTIVITES
" ENTITLED— WERE ONLY YOUNGSTERS BUT YOUD BE SURPRISED"
MORSE DRY DOCK & REPAIR Co
ED. DONNELLY
NOON HOUR IN THE GIRLS REST ROOM
"-AN' WHEN SHE SHAKES HER SHOULDERS-"
"OH,-PLEASE GO 'WAY AN' LET ME SLEEP-"
MISS FRISCH
MISS CAPPER
JOKES
"LISTEN TO THIS ONE GIRLS"
MISS PIERCE
MISS HAYS
"THE SEASONS GREETINGS TO ALL"
MORSE DRY DOCK & REPAIR Co
?
"123 1/2-"
MISS FRITSCH OF THE PURCHASING DEPT. GETTING A LINE ON HER WEIGHT, ON THE TRUCK SCALE

Our Viewpoint from the Masthead

THE MORSE DRY DOCK DIAL
A Monthly Magazine Devoted to the Activities of the Employees Association of the Morse Dry Dock & Repair Company and the interests of the Company.
BERT EDWARD BARNES, Editor.
Vol. 5 No. 6

The Four Corners of Success

THERE is at least one magazine which bears the magic word "Success" as its title; many others have its meaning as the yard-stick by which they measure the contents of their publications.

What is success?

Accomplishing a bit more than the average, that is all. Money is no measure of success. Some of our richest men die as paupers. Some of our wealthiest are the least happy, at least if we believe the newspapers.

Success then resolves itself in doing something you want to do very much, be it to dig a better ditch, or build a better house, or write a finer book, or invent some new machine which will save humanity a lot of hard work.

To achieve this success you must have time to yourself. To have time to yourself you must control a bit of the one thing with which time can be bought—money.

Do not misunderstand. This is no attempt to set up money as a god, or make it a criterion of success. You must live first, and accomplish afterwards. To do that which you want to do, whatever is your aim for success, requires time, and time demands of you money or its equivalent.

No man was ever successful who could not SAVE in some way. He saved the time of many—an inventor. He amused and saved others from tedium—a clown, or a humorist, or a vaudeville star.

The four corners of success are S.A.V.E.

If you would size up yourself and find out whether you will be a success, ask yourself this question: "Can I save?"

If you can honestly answer "Yes", you are out on the highway to success already—for 82% of all men die penniless, because they have not saved.

Join the 18%, the four corners of whose success is spelled S A V E.

By Robert E. Ramsey.

Thrift Pays Big Dividends

MANY years ago when I was a reporter for the *Cleveland Press*, I knew a man whom we called Fred.

Fred was the night watchman and janitor of *The Press*.

His salary was small, but his ambition was large, and although he had a wife and two children to support, Fred decided he ought to own his own home.

In frequent conversations, I learned about his progress.

He began saving his money at the rate of two dollars a week, and at the end of a year had enough to make a payment on a lot in an outlying section of the city.

He then began to pay off the balance, and by the end of the second year he owned the lot, and was able to go to a building association and get them to loan him the money to build a house.

* * *

Fred built his house in an unusual way.

He arranged with a master carpenter to supervise the work and do the finer jobs, while he (Fred) handled the rough and heavy work in the afternoons. Working at night, he was able to cut his day nap short, and make up for it in "Cat naps" during the night between his rounds of the call boxes.

Another thing—Fred built only the frame-work of a seven-room house.

As soon as the floors of the downstairs rooms were laid, he moved in with his family.

The walls were merely covered with

the outside clapboards. Enough plumbing had been installed to take care of a toilet and a kitchen sink.

You see, Fred saved his rent by moving in as soon as possible.

Once in, he began to apply himself to the task of completing his house.

A brother-in-law helped him install the balance of the plumbing, and with a few pointers from a neighbor-electrician he was able to do most of the electrical wiring himself. He tacked on the laths, and hired a friend to plaster the walls and ceiling.

At this point he stopped spending money for material, preferring to wait until he had increased his equity in the house by reducing the mortgage.

I forgot to mention that it had been customary for Fred to garden. He was able to get land for the asking in his neighborhood for gardening purposes. and in this way he always raised all the potatoes, turnips, carrots, beets and cabbage his family needed for the winter.

* * *

The house was in the state I have described it when daily conversations with Fred came to an end, due to my departure for another city.

But the other day I had occasion to visit *The Press* office, and I found Fred still on the job, although he was now working in the daytime.

"By the way," I said, "how did that house of yours ever turn out? Did you finish it?"

"Yes," he replied, "I finished it a long time ago. In fact, I now own two houses, a couple of corner lots, and an automobile."

So it appears there is a way around the high cost of living.

By William Feather.

Not Impossible - A Fact

THERE is a man living in Brooklyn whose name is W. F. Hirsch. Today he is an executive who sits behind the proverbial mahogany desk. Mr. Hirsch has a one word recipe for success. It is "Budget."

Forty dollars a week isn't very much money. Maybe you are making about that much and think you are starving. If so, just listen to this story. It isn't the wild idea of a long-haired writer chap who never did bother much with reality. Instead we are confronted with hard facts.

Hirsch not only lived and supported a wife quite comfortably on forty dollars a week; he actually attributes his latter day success to that. experience. Here is the budget he used:

Rent, $40.00; a month's rent must not exceed a week's wages.

Food, $50.00; basis of $6.00 a week per person.

Clothing, $16.00; women need more clothes than men and they cost more.

Household, $14.00; laundry, coal, gas and other items not included in food.

Medical, $7.00; doctor, dentist, medicine, etc.

Recreation and Travel, $10.00; carfare, vacations, books, etc.

Benevolences, $15.00; ten per cent of income is a good rule though in some cases a smaller amount is justifiable.

Savings and Insurance, $15.00; get the habit of saving in the beginning. It will never be easier to acquire.

That is the budget; simple enough. Still it is the reason for one man's success in life. The identical plan followed to the age of 60, with maturing insurance policies and savings properly invested in safe dividend paying securities makes certain for the remainder of life an income of $1,200 to $1,500 a year. Just as an experiment take your earnings and apportion them in the same way. Then sit back, scratch your head and growl, "Gosh, what a tough life this is."

But wait, brother! If that sacrifice means Success, isn't it worth while? You bet your life it is. Get at that Budget now. Then with visions of the mahogany desk upon which your heels will some day scratch, go to it!

By C. Stewart Wark.

How to Begin a Budget

MAKING a budget is about as easy as it is to lie abed in the morning and about as important as it is to get up and go to work. In fact going to work is the first requisite in keeping personal or family finances by the budget plan. Without an income there is not apt to be much outgo. And with neither money earned nor spent, a budget is of as little use as a silk stocking north of the Arctic Circle.

Since the usual way to get an income is by diligent labor, "Work and Earn" is set down as the first requisite.

The second injunction is "Estimate Expenditures in Advance." This is just plain ordinary horse sense which a progressive man would apply to his business as a matter of course. But a family is more important than any business and ought to be operated on as scientific a basis. Estimates should be listed under such heading as Food and Shelter, Clothing, Savings and Investment, Advancement, Recreation.

Having gone this far, it is logical that the next step should be "Spend Sensibly." Roosevelt said "Thrift is common sense applied to spending." Careful expenditure has a lot to do with success in life. It is comparatively easy to earn money and to plan to use it effectively. But to actually control the outgo so that it will not exceed the estimates, so that something will be left for saving and investing—there's the rub.

Buy judiciously. Get what you really need. Don't scrimp on either quality or quantity and sacrifice your comfort or efficiency. Then "Record Expenditures." This will take you only a little time. It will inform you as to how near you come to the budget estimates.

That is about all there is to budget making. But in the experience of many individuals or families, it represents the difference between success or failure in life. Certainly the chances of notable achievement are all in favor of those who recognize the importance of making a budget.

By E. A. Hungerford.

THIS issue of The Dial comes to you late because of unavoidable delay in the preparation and printing due to the holidays and among other things to a fire in the building housing The Prince-Wark Company who do our printing.

Thrift Week Calendar

January 17, Wednesday, Bank Day.

January 18, Thursday, Budget Day.

January 19, Friday, Life Insuurance Day.

January 20, Saturday, Own Your Home Day.

January 21, Sunday, Share With Others Day.

January 22, Monday, Pay Bills Promptly Day.

January 23, Tuesday, Make a Will Day.

Employees Association Directory

Officers

President, HUGH McQUILLEN, Inside Machinists Department
Vice-President, HUGH CALLAHAN, Dock Hands Department
Secretary, EDWARD HANNAVIN, Brass Storeroom
Treasurer, MORTIMER W. MEAD, Office

Relief Committee: THOMAS CALLAHAN, Dock Hands; CHARLES WINKLER, Pipe Shop; THOMAS WHITELAW, Hull Dept.

SCISSOR THEFTS

Value of Companions

Most men are much interested in anything that will help them to rise—in any suggestion that will make them worth more to themselves, and worth more to others.

One idea for self-help is to select some man of your acquaintance as an ideal—some man in whom you have great faith, someone that you respect, some one that has made good in a particular line where you personally feel that you can make good. Use this man as your example, your inspiration, your help. Fix firmly this man in your mind, and keep him there. Soon you will find yourself unconsciously doing things to duplicate his success, and each day you will grow stronger in purpose and better in practice.

If you continually think of hard-luck fellows, the derelicts, the down-and-out men, you are as sure to follow them unconsciously as you are sure to follow a success.

No man will mount higher than the level of his mind. Remember, this is not a sermon, not a preachment, not a talk with my collar ends buttoned in the back—this is a line of reasoning as old as the age of intelligence, and needs no cloth to command your respect.

Your employer can tell the range of your efficiency—the measure of your worth, the real, true value of your services, by the greatest known human forerunner—the company you keep.

—*The Silent Partner.*

* * *

Persistency

By Thomas Dreier

Six times a spider has spun its web outside my study window and six times I have destroyed it. Tomorrow morning I'm sure it will be there again.

To prevent a spider from spinning its web time after time in the same place one has to kill the spider.

If we, who are interested in selling goods, had the persistency of spiders we'd amount to something, wouldn't we?

* * *

Achievement, no matter how great, is a dwarf compared with opportunity. A study of opportunity will stimulate the growth of achievement.

* * *

You are only responsible for one tongue. Let others say what they please.

"Uncle Joe" and the Kerosene Lamp

"Uncle Joe" Cannon, 85-year-old youngster of the House of Representatives, laughs at pessimists who are worried over business recovery.

"Americans today, in the rush for the almighty dollar, forget the blessings they enjoy," said the veteran of a hundred political battles.

"Why back in Danville, long ago, before the days of gas and electric lights, telephones and street railways, which marvelous inventions have brought such comfort to the people, the folks of the town opened their eyes in amazement at the sight of an oil lamp in a store window on Main street. People flocked down to see it for they had been used only to tallow dip candles.

"Now, see what we enjoy today in life's comforts and conveniences. These are the happy days, with all of these services of the utilities, but so few of us realize it.

"The 'Gloomy Gus' of business must wake up to the big future ahead. Most prosperous, most resourceful of all nations, citizens of these United States are blind to the many advantages for which they should be thankful."

—*Public Service Magazine.*

* * *

An Irishman coming out of the ward after an operation exclaimed audibly:

"Thank God! That's over!"

"Dont be too sure," said the man in the next bed. "They left a sponge in me and had to cut me open again." And the patient on the other side said, "Why they had to open me, too, to find one of their instruments."

Just then the surgeon who had operated on the Irishman stuck his head in the door and yelled, "Has anybody seen my hat?"

Pat fainted.

* * *

Two little worms were digging away; they were digging in dead earnest. Poor Ernest.—*Purple Cow.*

* * *

It's not the kind of work we do but the spirit in which we do it that's the big thing.

* * *

He who criticizes and fails to suggest a remedy, descends from the heights of a critic to the level of a growler.

* * *

Work wins; wishing won't.

Big Things Done Quickly

(Continued from page 7)

The *S. S. Robert Dollar*, came here at 6 p. m. November 3 as a coal burner and went away at 11.55 a. m. November 11 as an oil burner, Morse mechanics handling the complete installation including oil equipment and pumps, furnishing and installing accetylene tanks and converting her double bottom tanks to oil. In addition to the time at the yard our mechanics worked about six days at the loading and discharging berths.

The *S. S. Marore*, a combination oil and ore carrier, underwent bow repairs as the result of a collision. Three plates were replaced and eight removed, repaired and replaced.

The *West Arrow*, a Shipping Board boat, operated by the Export Steamship Company, involved emergency work on short notice. Word was received that she had met with a propeller accident outward bound from Philadelphia to Liverpool, and that she was obliged to come to New York and would be in port by 12 o'clock that night.

A dry docking crew and the necesary mechanics to do the work were on hand to begin their task but due to the fog the boat did not arrive until the next morning when she went on our big dry dock at 7 o'clock, without discharging an ounce of her 4800 ton cargo.

The delay in her arrival made it even more urgent that the repairs be rushed. Besides installing the spare propeller blade she carried, the tail shaft was drawn for examination and our mechanics chipped liner to the steel shaft and served the shaft with marlin, canvas, and Stockholm tar.

Our New Oil Burning System

(Continued from page 5)

be located in the most convenient position for observation.

Another very important feature of the Morse Fuel Oil System will be the Service Department, composed of thoroughly experienced Engineers, especially trained in Fuel Oil Burning who will be available to ship owners at all times. The apparatus when installed, will be regularly inspected so that its performance may be maintained at the highest possible point.

The system as a whole will be installed on board ship or in industrial plants in duplicate cross over style, which permits of the continual operation of the plant at all times during repairs or cleaning.

It's an ill wind that won't blow a "soap job" in.

Brooklyn's Youngest Florist is Son of Morse Employee

PETER KOHMAN, who has charge of the record and stationary room in the North Building, has a ten year old son, William P., of whom he is very proud and rightfully so because William is achieving unusual recognition, despite his tender years, in the field of floriculture. Out at the family home, 863 Troy avenue, Brooklyn, William has built for himself a very unique little greenhouse in which he is raising plants and beautiful posies.

Recently he attracted the attention of the editors of the *Florist Exchange*, a magazine published in New York for florists all over the country, and a few weeks later the following story and the accompanying pictures appeared in that important publication, all of which goes to show that William may some day be a successful business man and a leading authority in floriculture.

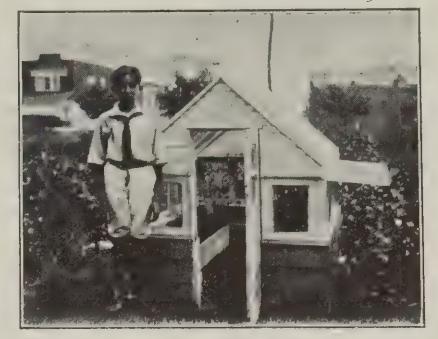
We are indebted to the *Florist Exchange* for the use of the engravings and permission to use the story as they published it, which follows:

"If there is anything at all in the various proverbs and adages about 'building a firm foundation,' 'starting out on the right road,' etc., then we predict a bright and useful future in the field of floriculture for William P. Kohman of 863 Troy ave., Brooklyn, N. Y.

"William is ten years old and a lover of flowers. But whereas a good many boys and girls of that age may be said to be the same, he is far and away more of an enthusiast than any we have ever met or heard about. Not content with what he could do raising plants in the family garden, he started out to study the details of practical greenhouses, of which there are a number in his neighborhood. Then, working at odd times during his vacation this past summer, he built, by himself and according to his own adaptation of the ideas he had seen, the miniature structure shown in the accompanying illustrations.

"The dimensions are: length, 5ft. 8in.; with, 4ft. 2in.; height (outside), 4ft. 8in. Inside the floor level is one foot below the surface of the ground, giving him good headroom between the two side benches. The side sashes are hinged for ventilating, and while, apparently, there is no provision for heating (he won't have to worry about fuel this winter anyway), the house ought to enable him to carry over a goodly stock of cool house and hardy plants.

Master Kohman 10-year-old plant grower, and the greenhouse he built all himself.



View of Master Kohman's miniature greenhouse, showing side sash raised for ventilation. The house is full of a variety of thrifty specimens.

"At all events it is at present full of a variety of thrifty specimens which are coming along nicely. His plans include growing a number of flowering plants for early spring and summer planting in the Kohman garden.

"There are various horticultural honors to which different communities can lay claim. Is there any city or town to dispute the right of Brooklyn, N. Y., to the title of 'Home of America's Youngest Greenhouse Builder and Flower Grower?"

Prominent Dutch Shipping Men Visit Our Plant

At the extreme left: Mr. L. Geuken, New York Manager of the Van Nievelt Gaudriaan Company; third from the left: Mr. M. de Lannoy, New York Manager of the Asiatic Petroleum Company; fourth from the left: Mr. A. A. Boom, New York Manager of the Royal West India Mail Co.; at the extreme right: Mr. J. B. D. Pennink, New York Manager of the Rotterdam Lloyd and the Steamship Company Nederland. Mr. Edward P. Morse is second from the right and our Captain Frederik C. H. Arentz is second from the left.

A Permanent Job

An old Southerner wandered along a small stream and came upon a darky sitting on a footbridge below a small dam, his feet dangling in the water and a shotgun thrown across his lap.

"What are you doing, Sambo?"

"Oh, I'se got a good job, workin' here fo' Marse Littleton," the darky replied.

"What are you doing?" again asked the Southerner.

"I'se shootin' mus'rates under 'at dam."

Whereupon a muskrat appeared under the dam.

"Look, Sambo, there's one! Why don't you shoot him-"

"Oh, no man. Do you think I'se gwine tuh get out of a job?"—Tom Dreier, in *Forbes Magazine* (N. Y.).

Some men make opportunities for others to take advantage of.

No man can plow a field by turning it over in his mind.

It is hard to down an upright citizen.

Famous sayings:

"Sing alone, when I'm gone," Helen Hays.

"Cut yourself off a piece of cake," H. Mahnken.

"You will have your little joke," C. Payne.

"Skifuse me," F. Edwards.

* * *

The Employees' Association held an interesting meeting in Association Hall, on the night of November 20 at which there was a turkey drawing for Thanksgiving, moving pictures and vaudeville features besides the regular business meeting. The meeting was open to ladies and many attended.

* * *

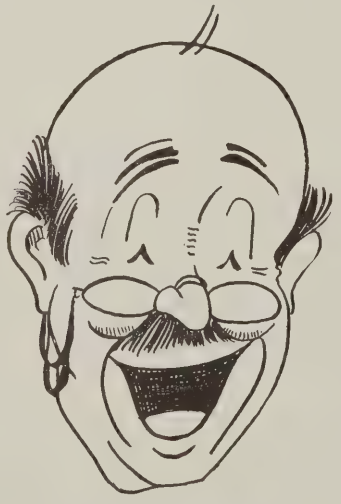
Kenneth Craig of the estimating department figured in a barber shop tragedy recently. He fell asleep while being shaved and when he awoke, was bereft of his upper-lip adornment. According to Craig, the barber who had been shaving him for years, played a trick on him, but according to Craig's friends the barber himself was the victim of a Scotch trick inasmuch as he hasn't been paid for the shave, so they allege.

* * *

Speaking about upper-lip adornments, Tom Rathbone whose experience in raising mustaches began in the wild wooley west where they haven't the time nor inclination to shave, is sporting a fuzzy patch under his nose.

* * *

E. H. Fisher, who has been a general foreman under Mr. Hallock has resigned and is now with the W. & L. Fletcher Dry Dock Company.



Some men get worked out early in life 'cause they frown too much. You work 69 muscles when you frown and only 16 when you smile. Whar's the sense in overworking?

The Office Cat Says—

Jack Dewsey (not the pugilist but our own handsome Jack) recently came into the office with a four days growth of beard on his face and with his eyes looking like burned holes in a blanket, but back of it all was a radiant, happy expression. "It's a ten pound boy," Jack explained "How's zat, eh?" he shouted with vigor despite the several sleepless nights he had spent. "Ain't it a great and glorious feeling, what?"

* * *

The payroll department has a new Shiek in the personnage of William Borgeson, who has succeeded Nordin Wallace, Wallace having been transferred to the office in the carpenter shop. Incidentally Wallace is *trying* to raise a Charlie Chaplin moustache so people won't take him for Rodolph Valentino any more.

* * *

Miss Ench a new member in the payroll department, while busy on the blacksmith shop payroll paused long enough in her work to inquire from her co-workers: "What does the Morse Company use so many horses for?" Not to spoil her illusion it was explained that they were sea-horses which are harder to shoe than ordinary horses and therefore required more blacksmiths.

* * *

James D. Peate, who has been Lloyd's surveyor at our plant for some time, has been promoted to principal surveyor in the port of Boston, and has left to assume his new work there. While his many friends here rejoice in his advancement they miss him from our yard. Mr. Peate was greatly admired and liked by all who had occasion to come in contact with him.

* * *

Hunt, Edwards, Gannon, Mahnken, McCann and others of the masculine gender in the cost department, have organized a bowling club. They talk a good game and we expect to hear of some challenges sooner or later.

* * *

Miss Astrid Andersen, who has been clerk in the yard hospital, has arranged to take a special training course in clerical work.

* * *

Albert W. Murray who has been connected with the Morse Company for several years as Assistant General Manager has resigned, to take employment elsewhere.

Friends of Miss Emmie Jenkens, who had charge of the yard restaurant when that eating emporium was in existence, will be glad to learn that Miss Jenkens is now connected with the Ocean Insurance Company, 17th street and Fifth avenue, New York, in charge of welfare and employment, a position which carries with it much responsibility. Miss Jenkens was well liked by those who patronized the yard restaurant and her friends here wish her success in her new work.

* * *

Dr. Wynne of the Yard Hospital recently won a free and clear deed to the frame house and two lots at 56th street and 6th Avenue formerly occupied by the Knights of Columbus. The property is valued at about $9,000 and the Doctor won it with a dollar raffle ticket. Robbie Walsh is sorry Miss Jensen didn't win this house for she had promised him free rent for a year.

* * *

G. Strom, who has been on the office boy staff at the main office, has been transferred to the New York office.

* * *

W. Wilson has been added to the soliciting staff of the New York branch shop.

* * *

C. T. Payne, has left his employment in the cost department.

* * *

A. Upton and J. Rogers are new office boys at the main plant.

* * *

John Whelan of the storeroom has left the employ of the Company.

* * *

Lloyd Egbertson is a new clerk in the cost department.

A LITTLE BIRD TOLD ME

Bunny Gallagher, one of the stars of the Morse minstrel show two years ago, a former popular member of the outside machinist department, is now on the stage, playing in Chu Chin Chow in a road company. He recently sent Tom Plunkett a postal card from Canada saying that he was headed for the Pacific coast.

Harry Tew, passer, William Kapper, heater and Rich McPartland, electric truck chauffeur, were the lucky winners of the three ten pound turkeys raffled at the last monthly meeting of the Employees' Association.

Joe McGuirk reports that his lawsuit against the Manhattan Bridge 3c Railroad is progressing nicely and that he and Mrs. expect to sport elaborate costumes at the Masquerade next month.

The employees extend their sympathies to Mr. and Mrs. Robert McClintock, whose boy was recently killed by an auto truck on 61st street.

Jim McCarthy, burner, is back on the job after spending the entire summer vacationing at Rockaway Point and automobiling with George Lohsen, formerly of the pipe shop.

John Nallen of the Hull department is sporting a new brown kelly. Blackie Ellis, not to be outdone, came to work recently with a brand new pair of bright tan shoes. These are signs of returning prosperity.

Pete, the car washer, is having a hard time cleaning the sand from Thompson's flivver. Somebody left the garage open and the wind blew the sand through seven coats of varnish.

Jimmy Hennessy, riveter snapper, is recovering from a serious spell of pneumonia.

Tom Doyle, private chauffeur, is sporting a new smile that is a good imitation of the famous Roosevelt. It's all in the teeth.

George Kennedy, elevator operator, is known throughout the Yard as the Morse Interior Aviator.

The Yard is jubiliant over the news that Dan Shea's Orchestra is to furnish the Dance Music at our coming Masquerade.

Mike Shilling, boilermaker snapper, is back in the Yard after serving for some time as an engineer on the *S. S. George Washington.*

Rudolph Naesheim, rigger snapper, has returned after about a year's absence during which time he was engaged in gas plant construction work.

Charlie Bullock, private chauffeur, has resigned to engage in the wet wash business. Paul Sheehan has been reemployed to take Charlie's place.

Phil Adrat of the driller's has left to take a position with the Department of Street Cleaning.

Eddie Hannavin, of the brass storeroom, is the father of the new bill to be introduced in Congress by one of our Brooklyn Congressmen, compelling hard boiled husbands to give their wives a month's vacation every year.

Swindlers are at work among holders of War Savings stamps. A poor Italian woman who lives in Brooklyn bought Thrift Stamps back in 1918 and finally had enough to obtain a $5 War Savings Stamp. This one stamp, which matures on January 1st, represented her efforts to help finance the war. The other day a man appeared at the door, told her he was a representative of the Post Office and asked if she had any War Savings Stamps. When she produced her stamp she was told that the Government was going to cash it now and the man proceeded to clip the stamp from the card. He then made a notation in a book and wrote on the certificate "Present at the P. O. at 3-30 tomorrow" and departed with the stamp. In the expectation of receiving her $5, the woman called at the Post Office the next day and presented her mutilated Certificate only to find she had been defrauded. All holders of 1918 War Savings Certificates and Stamps should surrender them to no other than a Post Office, Bank or the Federal Reserve Bank.

Louis M. Lacomb, is a new assistant superintendent in the Hull department. He formerly worked in Staten Island plant.

Adolph Riggerio, formerly of the inside machine shop, has sent postal cards from Japan to his friends here. One card, showing the Japan post-office in Ohefoo, carries this message: "Regards to all the boys. Having a fine time."

"Pop" Witte, the "grand old man" of Chief Meyer's force, has been transferred to the New York branch where he will serve as night watchman.

Mike Horan who now is a real dirt farmer recently left the farm to visit his old friends in the yard.

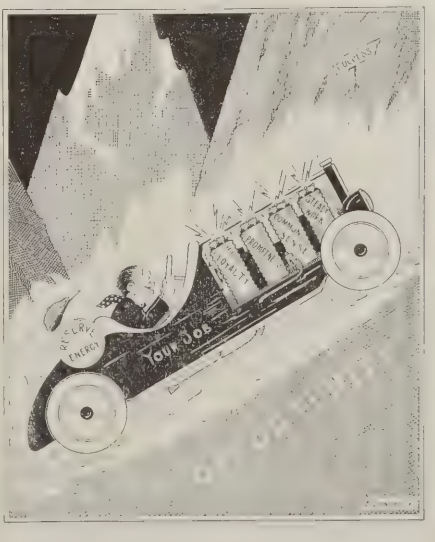
Jimmy Rupp, the Jersey peach grower, is back in the yard and predicts a hard winter for the rural sections.

Walter Crawford went sleighriding up around the St. Lawrence on his recent business trip and sent postal cards of all the prominent "places" in Canada to his friends in the yard.

Johnny Nallen, hull snapper had a day off recently and returned to work with another 30 cent hair cut. It is rumored that he found a shoe shine parlor near that famous shop where you can get your shoes polished for five cents.

Saul Bendetz, one of our old time tinsmiths has returned to work in the yard and was indeed surprised at the many changes that have taken place.

Jimmy Knowles, driller of the hull department has been appointed to the Fire Department under Chief Myers.



Masque, Carnival and Cabaret Entertainment

of the

EMPLOYEES' ASSOCIATION

Morse Dry Dock & Repair Company

PROSPECT HALL

Saturday Evening, January 20

at 8:30 P. M.

This will be a real old-fashioned Morse Carnival because all the men you used to work with in the good old "soap" days will be there.

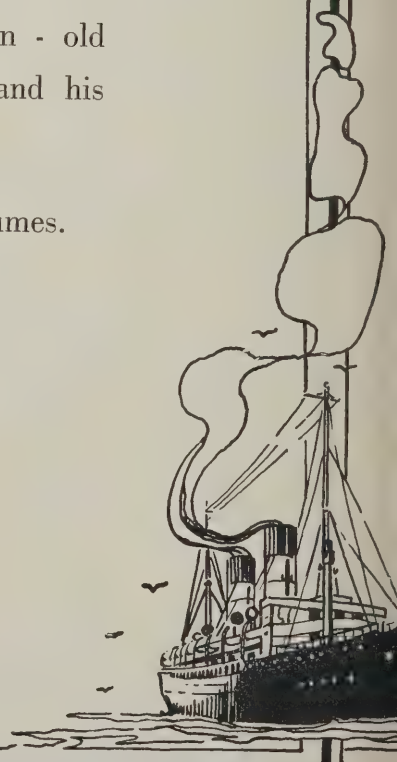
Special invitations have been sent broadcast to former Morse men, and early returns point to an overwhelming turn-out.

Don't miss this chance for a Grand Reunion - old timers and new. Dan Shea (of Morse fame) and his orchestra will be there.

Prizes will be awarded for fancy dress costumes.

Don't miss a minute of it

Get your tickets early - 50c. each (including war tax)



A Nickel a Week

What For?

(Editor's Note—*Below are extracts from a series of pamphlets issued by the Employees Association during 1921 to acquaint members with the benefits and purposes of the organization. As there are many new members now among us we are reprinting these extracts because it is felt that they will help the new comers, as well as the old members, to better understand the uses to which that Nickel a Week are put.)*

By Jit Nee

YOU'VE been at a banquet or a meeting, where the chairman gets up and says, "Brothers. we have with us this evening." and then introduces a fellow who looks like "a man of few words."

And this new fellow has an awful time getting started, and you begin to think that the words, "Not guilty," would be a big speech for him, when, all of a sudden, as if somebody slipped him the needle, he begins:

"Mr. Chairman, Brothers and Members: I'm not much of a speechmaker."

And the son-of-a-gun goes on for an hour or two, and you begin to twitch in your seat, and while he's a brother and all that, you don't wish him any hard luck, but you hope he'll get lock-jaw or something. Oh, boy! Ain't it a canned and "boreus" feeling?

Well, if I continue on a *nickel a week*, I'm afraid that the thing will lag, and drag, and somebody will look me up and say, "Your song was good; now do your dance." I don't want that to happen. I tried to get your interest. If I have succeeded, I am content, for *your interest is needed to make the Morse Company and the EMPLOYEES' ASSOCIATION the links that give you Pay, Play and Protection.*

Don't leave your interest to the other fellow. If we all did that, we'd go on the rocks like some of the ships that come here, and, instead of a rag, the band would have to play, "Throw out the life line, there's somebody drifting."

Your nickel maintains an insurance bureau with low rates and other advantages.

Your nickel provides vaudeville, prizes and other features at the *Monthly Meetings of the* EMPLOYEES' ASSOCIATION.

Your nickel helps to hold the annual outing and the annual reception and entertainment, the memorial observance for the Morse soldiers and marines, and things of a like nature.

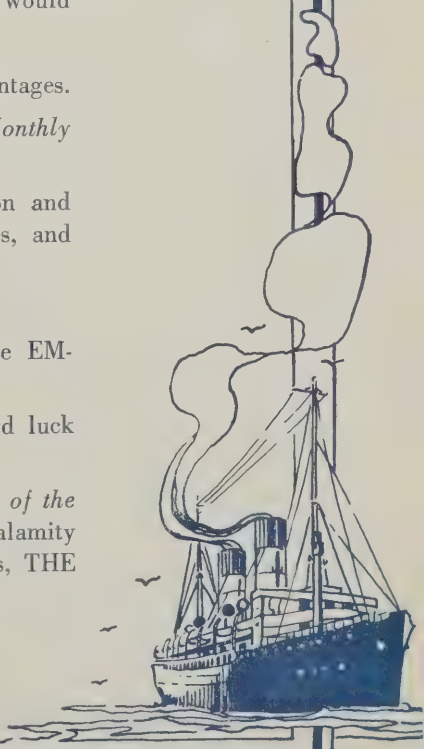
Your nickel buys magazines for the yard hospital.

Your nickel does all these things, and keeps your membership in the EMPLOYEES' ASSOCIATION.

Your nickel is helping the guys that are down and out because of hard luck and does away with the old idea of passing the hat.

And your nickel is helping to place THE EMPLOYEES' ASSOCIATION *of the Morse Dry Dock & Repair Company* on a solid financial foundation. If calamity should overwhelm its members and threaten their very existence and homes, THE EMPLOYEES' ASSOCIATION *could and would reach out a helping hand.*

The End



MORSE *for* Ship Repairs *and* Reconditioning

Dry Docks up to 30,000 tons Capacity. Complete facilities for all kinds of ship repairs and reconditioning.

A new, modern, daylight Manhattan plant (next to the White Star Piers) enables us to give spot service in emergency and voyage repairs.

LIKE the Towering Buildings of Manhattan, the Enviable Reputation which our Friends in the Shipping Trade have Bestowed upon this Company Stands on a Firm Foundation. Conscientious, Faithful Service and Expert, Thorough Workmanship are Responsible for the Statement Frequently made that the Morse Company is the Most Dependable Organization of its Kind in the World. And to Us it Seems Quite Natural that the Best Equipped and most Carefully Managed Plant it is Possible to Maintain Should Win the Commanding Position that has been Accorded Us.

MORSE DRY DOCK & REPAIR COMPANY

BROOKLYN, N. Y.

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